RAILROAD

JUNE, 1966 MAGAZINE 50¢

The Story of

THREE-CYLINDER

Steam Engines

by Bill Pennington

Present-Day

CANADIAN PACIFIC

Locomotive Roster

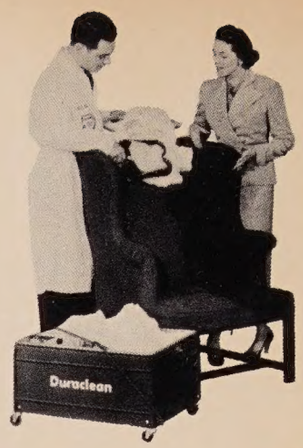
THE NIGHT OPERATOR

by Frank L. Packard

"A Mike in the Sunset":
Grand Trunk Western 3734

Photo by Wm. K. Viekman

Would You Like to Take in $140 after Supper?



This is exactly what L. Burnett did while still employed. Here are his own words:

> *"I worked at my Duraclean business part time until I saw that I could make as much in a week as my job paid for a whole month. One night, after supper, I took in $140. Since going full time, I've had single jobs running $300 and more."*

Mr. Burnett and one helper serviced this $140 "after-supper" job. The national price guide provides a Duraclean dealer a gross profit of $6 per hour on EACH serviceman plus $9 per hour on any service he himself renders. Your income is limited only by the number of servicemen you employ.

To own a business is much easier than you think. We show you how . . . step by step. The 24 page fully illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a *clear net profit* to you.

Start while Continuing Present Job

We furnish all the equipment...and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable...the electric Foam-ovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . . **before** someone takes your location.

Start Small, Grow Big...in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a world-wide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

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What Dealers Say:

Langdon Lawson: National advertising is tops, creates leads. In September, working alone, jobs totaled $1,475.

R. C. Blue: Customer called a prominent competitor. They said they could not clean her badly soiled furniture . . . to contact me, "if anyone could get it clean, I could."

Charles Randal: Business keeps growing. Made as much as $120 in one day.

D. Kern: Duraclean's proven-best process and the continuous help from headquarters gave me a big jump on all competition.

George Byers: For University, my total billing was $2,416. Total expenses $814.

Gerald Weihrauch: Three persons called me . . . saw Duraclean advertised in magazines.

Edward Hoy: A smoke damage insurance claim bill was $186. All work was done by me in exactly 8 hours and 2 minutes.

John Hoak: I've never worked at anything I enjoyed more than Duraclean.

W. C. Smith: Earned $650 one week. Volume keeps getting bigger.

Service man for dealer **C. Weed:** Furniture was filthy black. When through, I was amazed how clean.

John E. Frost: First 2 months I grossed $1,000 part-time.

Loren Farris: I'm proud to be independent at 30. I wish I had known about Duraclean earlier.

Earl Davis: Our sales increased $17,660 this year.

Ed. Kramsky: In 2 years, I now have two assistants, a nice home and real security for my family.

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The **value** of your dealership and franchise **grows monthly.**

FREE BOOKLET tells how to start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken tomorrow . . . **so mail coupon today.**

Find Out with NO OBLIGATION

Mail this coupon TODAY

It may put you in business

Duraclean Co., 6-705 Duraclean Bldg., Deerfield, Ill. 60015

With no obligation, mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ State_____ Zip_____

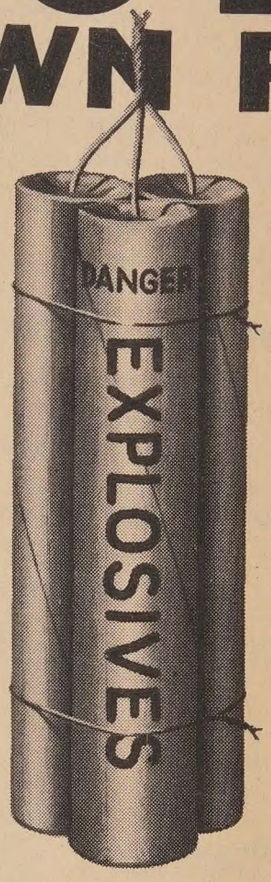
SABOTAGE YOUR OWN FUTURE?

You may be wrecking your chances to get ahead and not even know it! Here's why:

Time was when all a man needed to succeed was his own pluck and initiative. Everything else he could pick up "on the job."

But times change. Sure, you still need these traits today; don't let anyone kid you. But you also need more than just on-the-job experience. These days, it takes specialized training to qualify for good jobs and high pay. Failure to recognize this fact is nothing short of "sabotage"—of your own future!

How, then, can you get this training? The answer is easy as I.C.S. More than



7,000,000 ambitious men and women have enrolled with International Correspondence Schools. Men like Gerry Tuttle, Corning, N.Y., whose salary has tripled since enrolling with I.C.S. Or Clayt Williams, Telford, Pa., who was stuck 16 years on the same job until spare-time study with I.C.S. won him two quick promotions in a row!

If you're interested enough in succeeding to make us prove what we say is true, you'll mark and mail this coupon now. And in return, you'll receive, free, three valuable, informative booklets—yours to keep. They'll show you what steps to take if you've been guilty of "sabotaging" your future!

Clip coupon here—and take your first big step to real success! **I.C.S., Scranton, Penna. 18515**

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 79, NO. 2 JUNE, 1966 50 CENTS

FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

ARTHUR T. KNOWLES
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

H. L. KELSO
Contributing Editor

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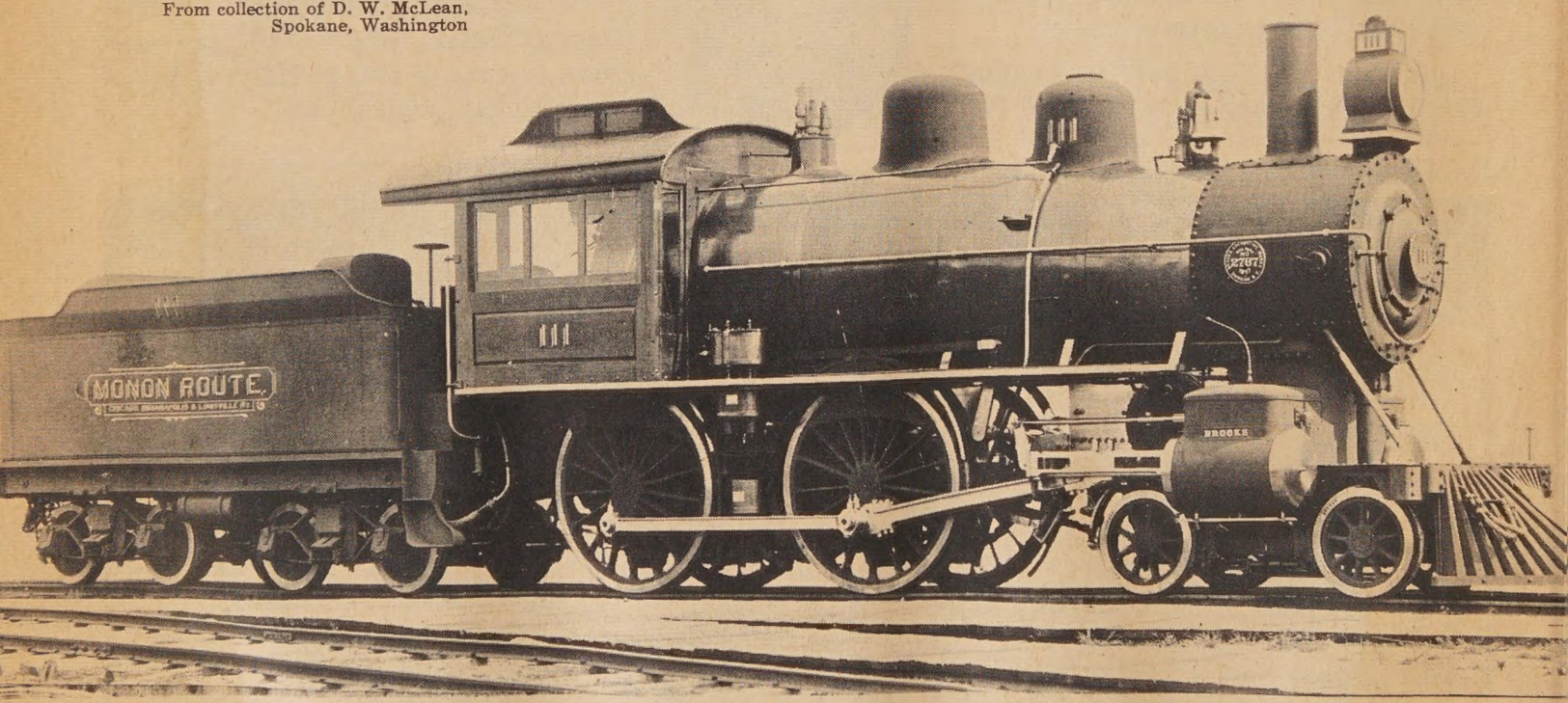
For many years, while America was expanding, the 4-4-0 ruled the rails. This high-wheeler, Monon's No. 111, was built by Brooks for fast passenger service.

From collection of D. W. McLean, Spokane, Washington



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THOMAS HARRAGAN, *Associate Publisher*
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RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices. Magazine is copyright © 1966, by Popular Publications, Inc. This issue is published simultaneously in the Dominion of Canada.

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Single copy, 50c. Subscription for U.S.A. and its possessions, $5.00 for one year; $6.00 per year in Canada and all other countries. Title registered in the U. S. Patent Office. Address all correspondence to Railroad Magazine, 205 East 42nd Street, New York, N.Y. 10017. When submitting manuscripts, enclose stamped, self-addressed envelope for their return, if found unacceptable. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return. Printed in U.S.A.

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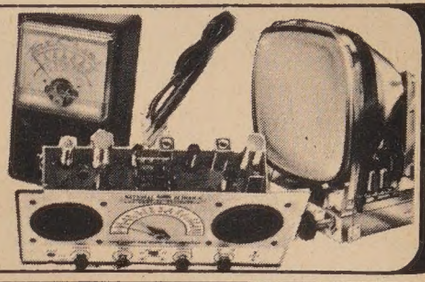

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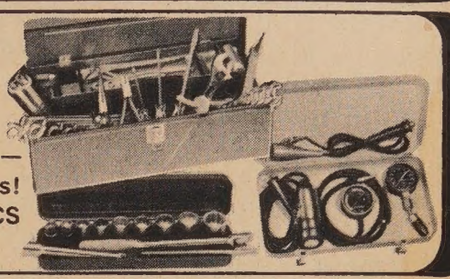

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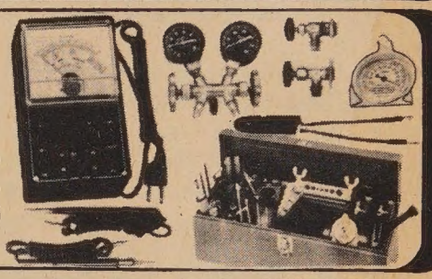

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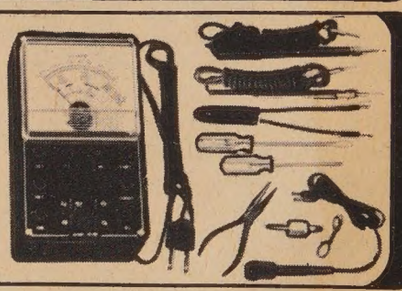

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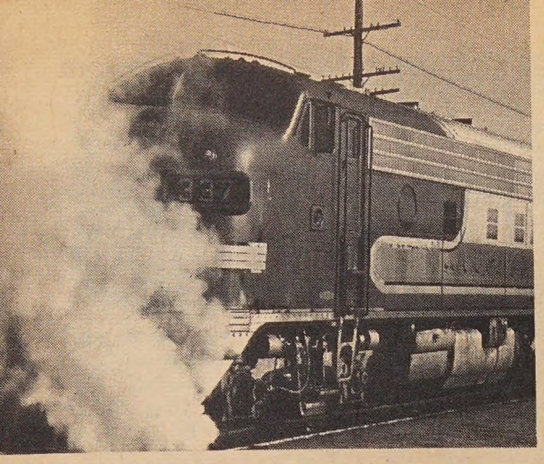


No, Santa Fe is not using streamlined steam power. This F-7 in the Gallup, N.M., yard was leaking steam from its connecting hose in the bitterly cold weather that area had last January.
John Scafe, Project House 1-D
College Station, Texas 77840

THE MAIL CAR

Where editors and readers meet

BUSINESS NEWS. The freight boom continues to benefit American railroads in a big way, but they are losing traffic because they haven't enough cars to meet shippers' demands. The ICC estimates that the car shortage averages about 13,000 a day. Total number of freight cars now owned by the carriers is about 1,480,570, of which more than 78,000 are standing idle for lack of repairs, due to the railroads' cuts in maintenance forces.

Norfolk & Western this year is spending an additional $58 million to expand its diesel locomotive and freight-car fleets. Topping the list are 150 diesels, six types ranging in horsepower from 2,750 to 3,600. Delivery of these locos began in March. Some 6,244 freight cars now on order will be delivered this year. That's fine, but what about passenger service?

The Santa Fe has just placed with Pullman-Standard an order for 2,500 jumbo covered hopper cars, the largest order of its kind ever placed by any railroad. Ernest S. Marsh, president of ATSF, says: "Despite our fleet of 10,200 covered hopper cars, we have an increasing demand for such equipment, with shortages most of the time since last August. The covered hopper is the bulk commodity car of today and the foreseeable future."

One way to get a free dinner—on Union Pacific official business car 114—is to show some interest in obtaining an industrial site anywhere along the UP line. Campaigning for additional freight business, the road is treating prospective customers to thick steaks with all the fixings. Car 114 is making the rounds. Last year 412 new industries located on the UP.

Mysterious fires arising in freight cars loaded with cotton bales for years were a source of annoyance and expense to the railroads. Then one day research engineers engaged by the Association of American Railroads located the cause. They found that the friction of metal bands that bind the bales produced sparks which ignited the cotton. Chemists then solved the problem by developing an insulating coating for the bands, thus ending fire damage from that cause. ●

RECOMMENDING the rejection of an SP proposal to discontinue the two *Shasta Daylight* trains between Oakland, Calif., and Portland, Ore., Interstate Commerce Commission examiner Robert H. Murphy found that the carrier "discourages passenger traffic by adoption of a negative approach to the merchandising of its service."

"With affirmative encouragement by Southern Pacific, passenger traffic on these trains doubtlessly would increase," he stressed, citing the road's contrasting "aggressive solicitation of freight traffic."

He found, among other things, that the SP goes so far as to sell tickets for airlines, its competitors, at stations along the route of the two trains, while putting "numerous difficulties in the way" of travelers seeking rail tickets and reservations. The public, he held, needs those trains. Also, that the alleged deficit on the service, amounting to less than one-half of one percent of 1965 net operating income, would not be an undue financial burden on the "large financially healthy carrier."

Serving a scenic area of the country, the *Shasta Daylight* runs only during the summer season.

West Virginia Public Service Commission has denied a plea by the Baltimore & Ohio for discontinuance of two trains. In addition, the commission ordered the carrier to restore passenger coaches on the trains.

In an effort to "make a case" for discontinuance, the railroad took the coaches off, required passengers to ride in a caboose, changed departure and arrival times to odd hours, and refused to sell tickets. Patronage of the trains was thus discouraged. ●

PASSENGER TRAINS. "I, for one, am appalled at the large number of people killed on the highways of America last year, some 49,000, not to mention those injured," writes John J. Bowman, Jr., 314 N. Lime St., Lancaster, Pa. 17602. "This country should have at least a minimum of railroad passenger transportation available for those of us who do not want to ride in automobiles or in airplanes.

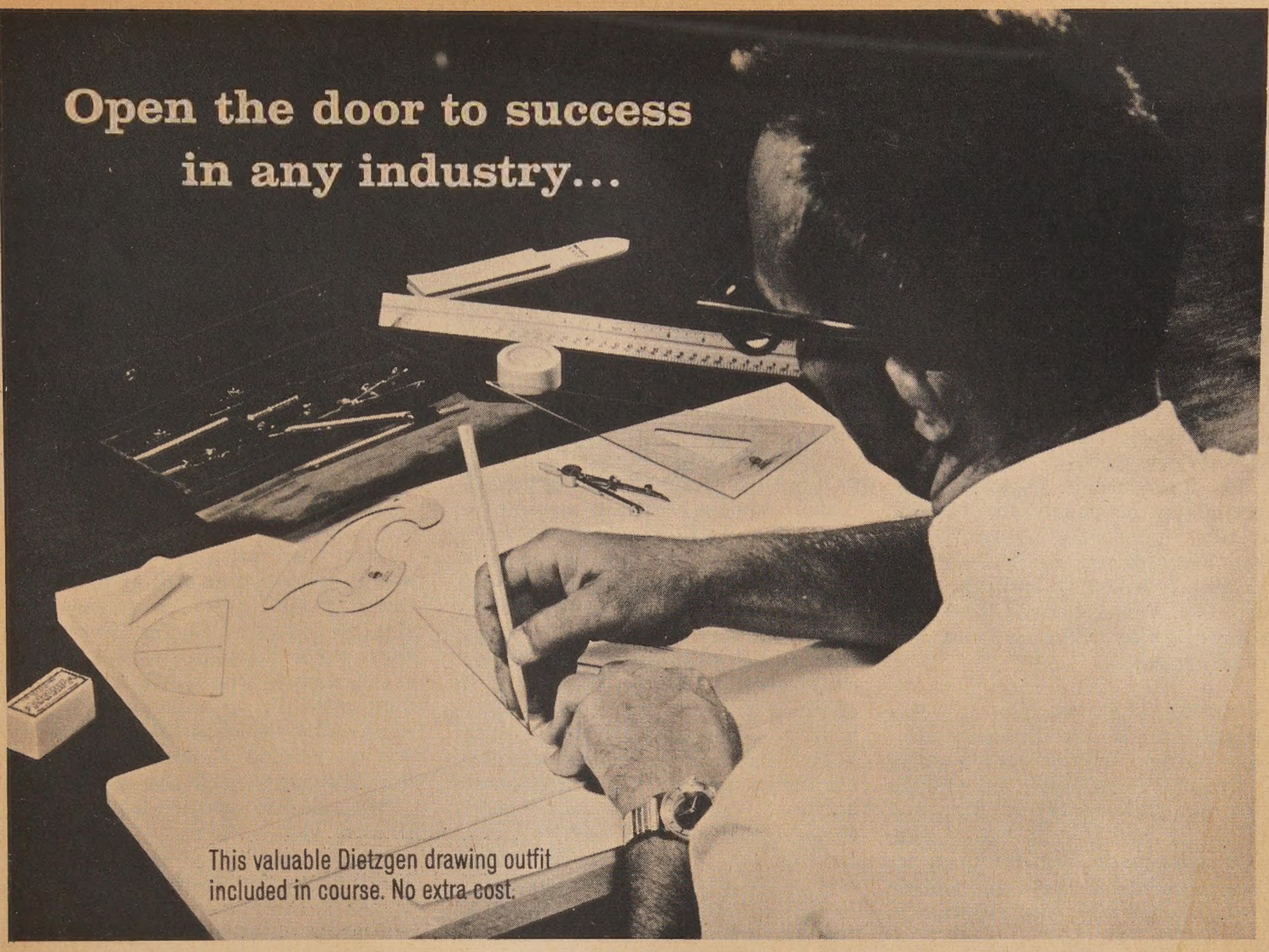
"In attempting to discontinue its operation of the *California Zephyr*, the Western Pacific based its train losses on the ICC formula. But the ICC formula is debatable. It is unfair in charging to passenger services certain losses that would continue if all passenger trains were eliminated. Europeans don't consider their passenger trains relics of the past, as many Americans do. In most of Europe the railroads try to get riders, not drive them away. As a result, their passenger business is increasing, despite the great rise in the number of automobiles.

"Last year I attended the International Transport and Communications Exhibition at Munich, Germany. The number of new passenger cars on display there, in addition to diesel and electric locomotives, both passenger and freight, was really an eye-opener. By contrast, the railroads of this country did not have a single exhibit at the New York World's Fair, which was being held at the same time, except for the Long Island Rail Road pavilion and a solitary diesel freight locomotive displayed by General Motors.

"The German Federal Railway even had a train that ran daily to Augsburg from a station at the Munich Exhibition, and back, a 26-minute ride each way. That train averaged 89.25 miles per hour, even with slow running through the yards, and for many miles maintained a maximum of 125 mph. This was not a stunt but a day-in and day-out performance. If the difference between most European and most American railroads is the difference between Government ownership and private enterprise, it is a good argument in favor of Federal ownership." ●

PERSONALITIES. Harold Craig, whose photo of a snowbound engine adorned our January contents page, is dead, reports Charles M. Knoll, Spencerport, N.Y. He was a Lackawanna station agent and tower operator with a phenomenal memory for details. His collection of railroadiana, including many books, was sold at auction.

James M. Duffy, PRR diesel helper and a Safety Award winner, has been named "Fireman of the Year" by the



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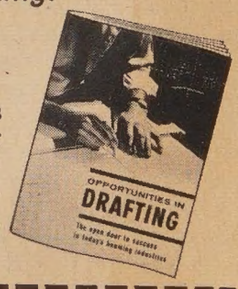

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Brotherhood of Locomotive Firemen & Enginemen. He was responsible for saving the lives of four boys near Braddock, Pa., last October 30th.

On a Burlington passenger train arriving in St. Joseph, Mo., the other day Dave Paden was the conductor; his son, W. N. Paden, the brakeman; another son, D. V. Paden, the flagman, and a third son, W. D. Paden, the fireman. The only outsider was Engineer I. E. Cregger.

Ten years ago Pietro Germi co-authored, directed, and acted the lead in an Italian-made movie entitled *Railroad Man,* the story of a hard-boiled but not unsentimental hogger coming to terms with his family and himself. This film, now being shown in the United States, is well worth seeing.

Another imported rr. movie being screened in some American theaters is *The Sleeping Car Murder,* a Seven Arts (French) release.

A young Gulf, Mobile & Ohio brakeman named Jim Donnelly accidentally dropped his mother's wedding ring into the dust beside the railroad tracks near Bowling Green, Mo., and searched for it frantically but in vain. Twenty-eight years later workmen installing a switch found the ring and returned it to Donnelly, now a conductor.

We asked if, among our readers, there was anyone above the age of 13 who had never ridden a train. "Yes," replies Ronald Hoover, R.R. 2, Brookville, Ohio 45309. "I am almost 14 but have never been on a train, although I have taken pictures of trains and I clip railroad articles and pictures from newspapers." And Paul Slater, a University of Iowa student, writes: "My room mate, Joseph Rosenberg, age 23, whose home is Brooklyn, N.Y., says he has never ridden a train in the United States, except the New York subway, and he'd never ridden any train at all until he was 21, when he did some travel by rail in Europe."

James C. Spears, a Reading trainman living at 123 Indian Creek Dr., Levittown, Pa., was elected "Ambassador of the Month" when he polled 487 of the 1,792 votes cast by Reading commuters. Each man to win this title gets a $50 U.S. Savings Bond and is automatically eligible for the "Ambassador of the Year" contest to be held after 12 trainmen have been chosen. ●

BALDWIN DECAPODS. Tom Bateman of Philadelphia, Pa., recalls: "While employed by Baldwin Locomotive Works I personally worked on all of the 475 Decapods that Baldwin built for the Pennsylvania Railroad. During that period steam locomotives were completed there at the rate of one per hour. Those Decapods were very efficient. The Pennsy had performed rather exhaustive tests before ordering the 475.

"When the first one was built and ready for the Pennsy's sales manager to inspect, he nearly flipped his lid at seeing the arrangement of the blind wheels. At first he thought a mistake had been made, and he couldn't return fast enough to his company's Engineering and Design department to check, but was relieved to find that the drawings and specifications revealed blind drivers.

"The PRR was not eager to accept a loco with a trailing truck under the firebox equipped with a booster, as they didn't like to pay the crews a royalty. Besides, at that time engine crews were often paid actual tonnage ratings on the drivers. Thus a boosterized trailer was not continuous so far as the railroad was concerned, even though it added about 11,000 pounds of tractive effort in starting a train. The Brotherhood of Locomotive Engineers classed it as a driver. This is one reason why the Pennsy showed little enthusiasm in accepting the Decapod, although it should be recalled that most PRR service with the Decapod was in forward motion. In nearly all Decapod operation the Pennsy turned them around to run forward, even to the extent of pusher service on Horseshoe Curve.

"Pennsy success with Decapods influenced other motive power men. Some roads ordered locomotives based on a modification of the Russian Decapods. These engines proved satisfactory, due to the weight distribution on relatively light rail and the high tractive power." ●

PENNSY ELECTRICS. "I was surprised to read that the GG-1 classification of Pennsylvania electric locomotives received their designation from George Gibbs of the engineering firm Gibbs & Hill, which designed that type," writes W. R. Osborne, 1019 S.E. 12th Ave., Deerfield Beech, Fla. "I had thought those letters indicated two of the G class steam engines back to back (4-6-0)-(4-6-0) for the electrics 4-6-6-4.

"This method would also have applied to DD-1 electrics, 4-4-0 steamers, 4-4-4-4 electrics, and the FF-1 class: steam 2-6-0, electric 2-6-6-2. In the steam articulated classes it would be as follows: steam class HC-1 with an old steam H (2-8-0) and C (0-8-0), with an electric being 2-8-8-0, as well as the steam CC-1 and CC-2 being 0-8-8-0 from old steam class C (0-8-0).

"The system does not appear to have been used with electric class L-5, P-5, R-1, O-1, or B-1, so perhaps it was an assumption of mine due to a coincidence of letter combinations of the classes cited."

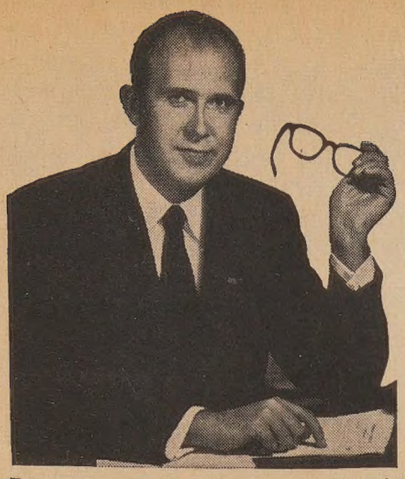
Seeking to determine exactly how the GG-1 designation came about, one of our authors, B. Thomas Walsh, talked with a Mr. Kaiser, Gibbs & Hill's senior vice president. "To the best of his recollection," Mr. Walsh states, "this is the story: The Pennsylvania already had a nomenclature system for its electric locos (i.e., DD-1), so the new electrics that Gibbs & Hill designed for the Washington-New York run had to fall into that pattern and not use or repeat any of the letters already in use. Logically, the engineering firm could have them designated with the next letter up (F or FF) but in conjunction with the PRR labeled them GG-1.

"This fitted perfectly with the ascending nomenclature used by the road, besides giving G&H the prestige of using the initials of George Gibbs, the firm's senior founding partner. Thus the locomotive type, while not designated primarily to represent George Gibbs, did by mutual agreement conform to existing Pennsy designations while allowing a small plug for him.

"My father worked for G&H nearly 40 years before retiring in 1954 and had special reason to be grateful to the GG-1. As you know, engineering firms are greatly affected by wide swings in the capital construction field. G&H had several hundred employes during the prosperous 1920's but cut back to about 50 in the Depression. The only reason for this skeleton crew, including my father, hanging on was the firm's contract for electrification of the New York-Harrisburg-Washington lines and the designing of a high-speed loco for this service. The Pennsy, taking advantage of low construction costs in that period, kept G&H solvent.

"G&H also handled construction of the New York Connecting Railroad, including Hell Gate Bridge and its subsequent electrification as well as the Elkhorn electrification of Norfolk & Western. The firm had started in 1911. Because of the great amount of work it did for PRR it was the only commercial tenant taking office space in Penn Station, New York." ●

BOSTON & MAINE fast freight train RM3, two miles long, was sweeping around a curve near Lawrence, Mass., when the head brakeman in the first locomotive, Paul Lebree, spied two small boys with a dog on the adjoining track. He knew that freight train WR2, hauled by 4 diesel units, was roaring toward them. Using his two-way radio, he warned WR2's engineer, Joe Lizotte, "There are two youngsters and a dog on the track on the Andover-Shawsheen curve."



Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

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Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

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Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

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At that moment WR2 was three miles below the curve. Joe reached for the air-brake valve and began slowing his train. Meanwhile, a towerman at Lawrence had heard the radio warning. He called Andover police, who intercepted a patrol car not far from the curve and it sped to the scene. Just as WR2, now slowed to a walk, rounded the bend, the policemen were snatching from the track one boy, age 3, and the other, 4, and their little black dog. Joe heaved a sigh of relief. ●

50 YEARS ago the Canadian Northern, a predecessor of the Canadian National, operated transcontinental trains thrice weekly, leaving Toronto on Mondays, Wednesdays, and Fridays via Port Arthur, Winnipeg, and Edmonton to Vancouver, writes Jim Crimmins, Exeter, N.H. Between Winnipeg and Edmonton the service was daily. Ladies traveling with babies could get hot water on the trains and have milk or baby food heated free of charge. Until lunch-counter service was set up at certain division points, coach passengers could buy bread, tinned meats, biscuits, fruit, etc., from the news butcher and coffee, tea, and milk from the dining car at modest cost. ●

MERGER of the Chicago & North Western (10,417 miles) with the Chicago Great Western (1,458 miles) is recommended by an ICC examiner, Henry C. Darmstadter. If the full ICC agrees, the enlarged C&NW system will serve 11 Midwestern states and such major cities as Chicago, Minneapolis, St. Paul, Omaha, Des Moines, Kansas City, and Duluth. Last year, Darmstadter wrote the report favoring the merger of the Pennsy and New York Central. In each report a provision was made to take care of rail employes displaced by the merger. ●

REV. PAUL WOBUS, pastor of Saint John United Church of Christ, Manchester, Mo., writes: "I am greatly interested in a former Rock Island train, *The Colorado Flyer,* but I can't recall ever seeing it mentioned in your magazine. An 1898 public timetable shows that Nos. 9 and 10 ran on a fast schedule between Kansas City and Denver, and in 1903 they were named *The Colorado Flyer.* The following year, not long after the Rock Island had taken it over, the St. Louis, Kansas City and Colorado was opened for through business. In 1906 trains 9 and 10 became 39 and 40. *The Flyer* ran through from St. Louis from June 1, 1911, to Nov. 3, 1913, and again from May 18, 1924, to Sept. 17, 1927. On its second last run into St. Louis the cars of No. 40 snapped off and went partly into the Missouri River, but nobody was killed. I would like to hear from anyone who can supply further information on the StLKC&C and *The Colorado Flyer.*" ●

OVERSEAS. For years, the village of Padeswood, in Flintshire, England, has received its water supply by rail. It has no source of its own, not even a well. So its water has come every day in cans by train from Mold.

The white engineer of a speeding commuter train which crashed near Durban, South Africa, last October, killing 91 passengers, has been convicted of homicide and sentenced to 2 years imprisonment. Half the sentence was suspended on condition he is not convicted of a similar offense within three years.

This letter was written by Mike White, c/o Lt. Col. L. H. White, Pers. and Admin. Div. HQ Shape, APO 09055, New York, N.Y.:

"I know of three French steam engines that served, in turn, two different rail systems and then returned to the original owner, SNCF (French National Railroads) for additional service. These engines are the 241-A4, 241-A19, and 241-A20, all 4-8-2's, built between 1924 and 1933, with Belpaire fireboxes. When the Nazis captured France they sent those engines to Germany. After the war SNCF got all three of them back and put them to work again in their homeland, until around 1962. The Germans had fitted the 241-A19 with a steam condensation unit.

"I'd like to mention also that streetcars ran in Lille, France, for the last time January 28, 1966. According to the records, this system had only one fatal accident in 56 years."

"Your March feature, '2,000,000 Miles by Rail,' which was very well done, is of more than passing interest to me because Cecil J. Allen is my uncle," writes John L. Allen, 9 Pine Ridge Rd., Greenwood, Mass. 01882. "Living as we do on opposite sides of the Atlantic, I have not known him well, except through such of his books as he sent to my father from time to time. One of them, *Switzerland's Amazing Railways,* prompted my wife and me to visit that fabulous country in 1964. Uncle Cecil planned our Swiss itinerary and we spent a delightful afternoon at his home in Epsom on our way there. Among the highlights of our vacation was a ride on the *Glacier Express* that my uncle describes vividly in his book."

Among the titles listed in our *Books of the Rails* corner was *The Southwold Light Railway,* by Alan R. Taylor and Eric S. Tonks. "I was surprised and delighted to see that title," writes C. A. Moore, 4025 Carey Rd., Victoria, B.C., Canada. "The first 15 years of my life were spent in East Anglia, England, less than half a mile from that railway. In fact, I rode its little train the last Sunday I was in England. I would never have known of the book but for *Railroad Magazine's* Book Service. Enclosed is a $2.60 money order for a copy of it and wonderful boyhood memories." ●

Running Extra

"Always enjoy your *Information Booth,*" writes Harry B. Chase, 18 Beech St., Mansfield, Mass. 02048. "Usually it's the first thing I read in the magazine. May I enlarge upon your excellent coverage (in March issue) of alarm bells in diesel locomotives? Recently I rode a New Haven RS-3, built by Alco-GE, up an .8 percent grade on wet rails with 1795 tons, 40 over our rating. After repeated burps of the wheel-slip buzzer, a bell rang loudly several times, which the engineer said was the engine's overheating alarm. The crew were instantly on their feet checking gages and lights, but the grade eased and we dragged over the hump without difficulty.

History of the Pomeroy & Delaware City RR. (now part of Pennsy) is requested by John Gilmore (no address given).

The first verse of a poem is quoted by David H. Christensen, 4309 East-West Highway, Bethesda, Md. 20014, who wants to get the whole poem.

The seven steel-ribbed coaches
Draw smoothly to the shed
And you and other passengers
Now hurry home to bed.
You've done your easy hundred miles
In ninety minutes clear—
Then thank the man who brought you here,
The old gray engineer.

"Around the turn of the century several roads used the Warren Draft Equalizer," writes A. F. Von Blon, Jr., 1208 Locist Ave., Muskogee, Okla. "I would like to hear from anyone who fired a steam locomotive with twin or double-exhaust stack or anyone who can supply photos of the same."

"Ed Gerdes and I, gathering material for a book, seek info. on the former freight-car ferry named *Henry Flagler* that operated between Florida and Cuba," writes Robert Neese, 29297, Box 316, Fort Madison, Iowa. "The Navy rechristened this ship *Keokuk* and used her in World War II. After mine-layer service in European waters she was converted to net-layer AKN-9 and helped in all major Pacific landings. Hit at Iwo

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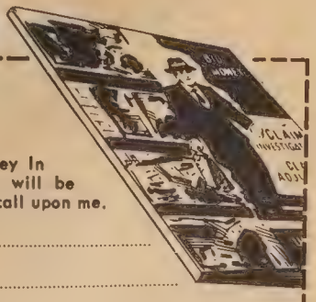

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Jima by a *kamikaze* (Japanese suicide dive-bomber), she was repaired and returned to some place unknown to me.

"Her record includes 32 bombing raids in one day and laying the longest string of lethal eggs in Naval history. She won 19 battle stars and two Presidential and several service citations while covering 250,000 miles of sub-infested oceans. We want her history before and after Naval service."

The poem we quoted in March under the title "No Train Today" was really "Abandonment," by Maurice J. Ronayne, according to George Beater, P.O. Box 3162, Buckhorn Station, Mesa, Ariz. 85201. Thanks, George!

Our April issue answered a query for info. on the Buffalo & Susquehanna. A long illustrated B&S history appeared in *Trains* magazine, Feb. '47, comments O. W. Brooks, Box 187, Emporium, Pa., who is sec.-treas. of Lodge 3072, Penna. Federation, Brotherhood of Maintenance of Way Employees. Mr. Brooks also answers a request, published on page 55 of the same issue of *Railroad*, for details of CNJ train that plunged off a bridge in the mid-1950's. He says, "Feb. '60 *Trains* carried a complete story with plenty of pictures." Old issues of *Trains* may be obtained from Arnold Joseph, 2512 Tratman Ave., New York, N.Y. 10461. We don't have his price list.

An elaboration of our answer to question 2 in March issue comes from P. Hervey Angier, 143 Roselawn Pl., Los Angeles, Calif. 90042, who defines *absolute-permissive block* as "a block within which the movement of trains on a designated section of track or tracks is directed by signals automatically controlled and without train-order authority and without superiority of trains." He defines *absolute signal* as "a home signal, the indications of which authorize and govern the movement of trains and engines and supersede the superiority of trains." Hervey is a Southern Pacific engineer; both definitions are in his *Book of Rules*.

Last February we ran an item on Frisco diesel locos named for horses. "Four of those units have been repainted without names," reports Cordell W. Hodes, 1323 South Fort, Springfield, Mo. 65804, "those four being 2001 (*Ranger*), 2006 (*Traveler*), 2011 (*Gallant Fox*), *and* 2014 (*Truxton*). The Frisco has disposed of the following through trade-ins: 2000 (*Fair Play*), 2002 (*Comanche*), 2003 (*Steel Dust*), 2004 (*Dan Patch*), 2005 (*Winchester*), and 2001, repainted.

"At this writing the Frisco has 17 EMD class E8-A passenger diesels on its roster, as follows: 2006, repainted; 2007 (*Whirlaway*), 2008 (*Messenger*), 2009 (*Jet Pilot*), 2010 (*Count Fleet*); 2011, repainted; 2012 (*Flying Ebony*), 2013 (*Sea Biscuit*); 2014, repainted; 2015 (*Twenty Grand*), 2016 (*Citation*), 2017 (*Pensive*), 2018 (*Ponder*), 2019 (*Cavalcade*), 2020 (*Big Red*), 2021 (*Gallahadion*), and 2022 (*Champion*)."

Stewart Gartside, please write again to Wm. O. Hess, 226 S. Walnut St., Arlington Heights, Ill. He says that you sent him a letter about his railroading uncle but that the reply he mailed to the New Orleans address you gave him was returned, marked "Addressee Unknown."

Brief histories of the Middlesex Central and the Concord, Acton & Nashau, with which it connected at Middlesex Jct., Mass., are wanted by Harold J. Judkins, Box 271, Main St., Rutland, Mass.

"I am hunting for data, factual and otherwise, on old Chicago & Alton's Francis Terminal, located at junction of Burlington and GM&O, where relatives of mine worked many years," writes John D. Robertson, 808 E. Monroe St., Mexico, Mo. 65265. "Will buy pix of Alton (C & A) locos and motor cars. I answer all mail."

"While working as a machinist for the Rock Island I set the Walschaert valve gear on No. 1573, the first locomotive in our shops to have this gear," recalls Raymond L. McFarland (age 80), 4461 N. Lockwood, Toledo, Ohio 43612, but he forget to say where the shops were located. Does any reader have a photo of that engine?

Info. on Peabody Short Line is wanted by A. S. Bernoudy, Jr., 3201 Colorado Ave., Kenner, La. 70062. His curiosity was aroused by seeing a yellow, green, and red twin hopper car bearing that name. He also saw a black gondola lettered "Pacific Coast" and asks about PC, too.

A brief history of the Canadian Pacific's Montreal & Atlantic is wanted by J. W. Brown, Nakina, Ont., Canada.

Note to L. Calvin Brooks in our March *Running Extra* is challenged by Marvin A. Wagner, P.O. Box 218, Mill Hall, Pa. 17751, who writes: "The Central Railroad of Pennsylvania, that ran from Mill Hall to Bellefonte through Nittany Valley was not a Pennsy branch, although I think there were connections at Bellefonte. "Thanks for the correction, Marvin!

Information on Nickel Plate steam engines is wanted by Mike Beauchamp, 907 E. John St., Knox, Indana.

"Who can supply details on the Sells-Floto Circus train wreck which I think happened in Pennsylvania about 1925?" asks Thomas J. (we can't read his last name, but it looks like Sullivan), 14 Walnut St., Saratoga Springs, N.Y.

Answering a request for info. on the Midland Continental is this letter from Glenn J. Williams, 350 Parsippany Rd., Parsippany, N.J. 07054: "The road has two diesels, 401 and 402, both Alco-built in early 1950's. They displaced steam power. The MC turned out to be quite different from what its promoters had envisioned. Instead of being a north-south trunk line reaching from Winnipeg, Man., on the north to the Texas-Mexico border on the south, with vital interchanges with east-west trunk lines in between, the organizers had to settle for a 60-mile shortline which, at first glance, appears to go nowhere."

"The MC is a fairly important bridge line. Its southernmost point is Edgeley, N.D., where it connects with the Milwaukee Road and the Northern Pacific, while at Wimbledon, N.D., traffic is interchanged with the Soo Line and at Jamestown with the NP. Unless the traffic warrants operating both locos at one time, the units alternate between road use and stand-by service. The line is a money-maker.

"In 1963 the Sieberling family of tire manufacturers, which owned the Midland Continental, sold it to the NP." ●

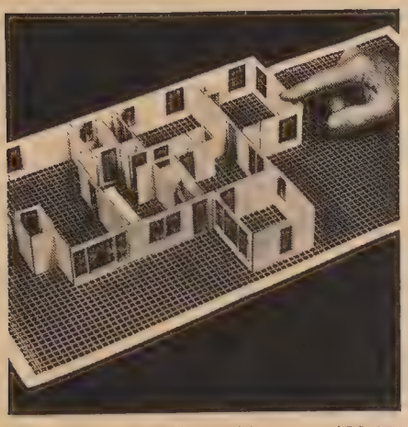
Glenn J. Williams, 350 Parsippany Rd., Parsippany, N.J. 07054

Midland Continental No. 401, class RS-1, crosses Seventh Avenue in Jamestown, N.D., on way to enginehouse after setting out hopper cars at an electrical plant.

HOW TO START

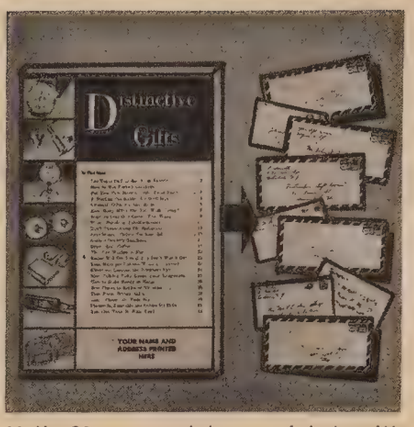
Your Own Mail Order Business

(RIGHT FROM YOUR OWN HOME — ON A SHOESTRING)



A man and wife sold over $39,000 worth of these kits by mail—without investing a penny in merchandise! YOU can too!

Advertising agencies select mail order items for you, and prepare inexpensive magazine and newspaper ads for you.



Mail 32-page catalogs printed with YOUR name and address. Wholesale firms stock and ship all orders. You keep the profits!

Start at home in your spare time. One-man mail order enterprises make an excellent second income. Some make $50,000 yearly!

AMAZING NEW MAIL ORDER PLAN STARTS YOU FAST

Now you can build a profitable mail order business of your own—THE PROVEN WAY! Use professional mail order ads. Your own 32-page catalogs. Pocket cash profits daily. Don't invest a cent in inventory! Large firms supply ads, catalogs, and do all shipping for you! Amazing new plan for beginners requires little capital and no previous experience. The ideal home business!

When Bob Carter—a mail order beginner from Newark, N.J., ran his first small ad in House Beautiful, he never expected the deluge of orders he received for his auto clothes rack. He received $5,000 worth of orders! Before the year was out, he was spending $10,000 a month on advertising and grossed over $100,000 the first year!

Tom Kinkaid of Florida started with a mail order ad in a small magazine—selling live seahorses! He pyramided a $200 ad into more than $85,000 in his first year!

A husband and wife mail order team from Pennsylvania, operating out of their home, sold 11,000 Home-A-Minute Kits ($4.45@) for a total sales of $39,489!

The Johanson's of Illinois ran a 2½" ad on a paper clip holder. You can imagine their astonishment when they received $3,500 in orders!

These are actual documented case histories of mail order beginners. The names are changed but the facts and figures are absolutely true! Of course these are exceptional cases—not all beginners become mail order millionaires. But, practically EVERY SUCCESSFUL MAIL ORDER BUSINESS WAS STARTED WITH SMALL ADS!

Having acquired a list of satisfied customers from small ads, these beginners soon found that the REALLY BIG PROFITS COME FROM SENDING MAIL ORDER CATALOGS TO THEIR OWN CUSTOMER LISTS.

The thrill of receiving money in your morning mail is one you'll never tire of!

These are the two *vital* elements for a successful mail order business: (1) START WITH SMALL ADS, and (2) FOLLOW-UP WITH A GOOD MAIL ORDER CATALOG. This is *the proven method* used by just about every lucrative mail order house in the U. S. Pick up any magazine and notice the hundreds of small mail order ads, repeated *month* after *month!* You can bet those ads are making money! Order any product from one of these ads and you're bound to be sent one of their catalogs.

A number of these small ads are run by individuals, just like yourself. Come up with a good item and it's almost like having a money tree . . . pocketing cash profits daily, steady as clockwork! That's the beauty of a home operated mail order business. No door to door selling, no customers to face, and you pick your own hours. Best of all, you have a chance to "hit the mail order jackpot". Thousands of orders pouring in from all over the country! The thrill of receiving money in your morning mail is one you'll never tire of!

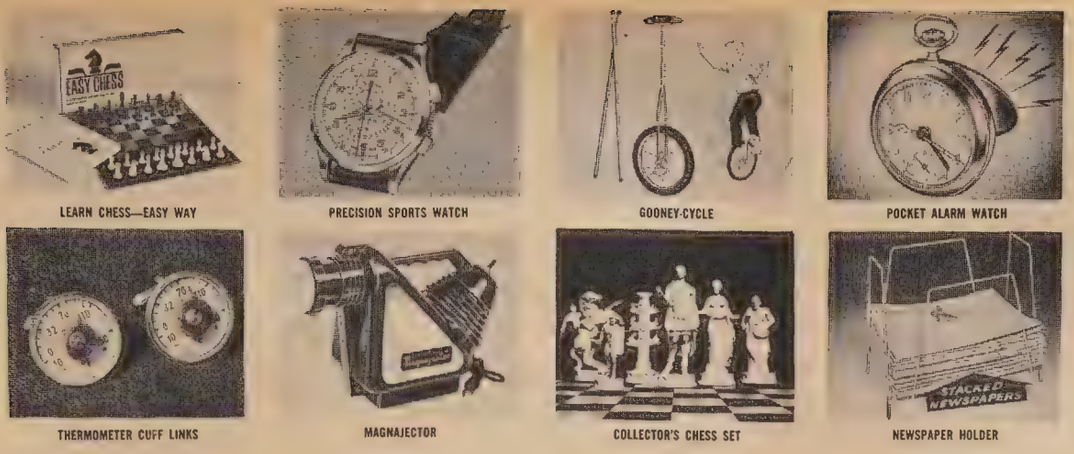
HOW DO YOU GET STARTED? Now, using an amazing new plan, you can get started immediately—on equal par with the 'pros', and with very little investment! Advertising agencies which specialize in small mail order accounts, will prepare top-notch ads for you—on hundreds of 'hot' selling mail order items. Wholesale mail order firms will supply you with professional 32-page mail order catalogs—printed with YOUR NAME and address. All orders come to you. You don't have to know how to write a good ad, and you don't spend thousands of dollars preparing your own catalog and buying stock. *In fact you don't invest a penny in merchandise!* The 'secret' of this plan is called drop-shipping. Actually, it's not new. It is used by practically every large successful mail order firm in the country.

Here is how it works. All the merchandise illustrated in your catalog (or featured in your ads) is stocked by wholesale mail order suppliers. When you receive an order from a customer, you simply type his name and address on *your* shipping label and send it to the drop-ship supplier. Include your check to cover the wholesale cost of the item. The drop-ship supplier immediately wraps the order and ships it directly to your customer, using *your* shipping label—just as though it had come from you. You deposit the check sent to you by your customer. Your profit is the difference between your selling price and the wholesale (drop-ship) cost—and a 100% mark-up is not unusual! See the tremendous advantages of using the drop-ship plan? Your catalogs and ads offer thousands of dollars worth of the hottest selling mail order items—yet you don't invest a penny in merchandise! All the stocking, packing and shipping of orders is done for you!

WHERE DO YOU GET CATALOGS & ADS? One of the few wholesale mail order firms which offer a programmed ad service and professional catalogs, to beginners as well as the trade, is Mail Order Associates, Inc., of Montvale, N.J.

Their 32-page catalog, "Distinctive Gifts", features over 120 top selling, quality mail order products, selected to appeal to every member of the family. The catalog is not seasonal—it carries better class gift items which sell all year round. Jewelry, books, automotive items, bar accessories, personalized giftware, toys, games——these are the items that sell! With many gifts in the $5 to $15 price range, average orders of $25 to $30 per customer are not unusual, depending of course, on your particular mailing list.

Your own ads in national magazines reach millions of prospective mail order buyers!



LEARN CHESS—EASY WAY | PRECISION SPORTS WATCH | GOONEY-CYCLE | POCKET ALARM WATCH

THERMOMETER CUFF LINKS | MAGNAJECTOR | COLLECTOR'S CHESS SET | NEWSPAPER HOLDER

These are just a few of the top selling mail order items in the country. All are included in the "Distinctive Gifts" catalog.

Only YOUR NAME and address is printed on the front and back cover of the catalog. All products are drop-shipped for you. By printing millions of catalogs, they are able to offer these at a fraction of their normal cost. What's more, you don't have to order a large quantity of catalogs to start. They'll sell as little as 200 catalogs, printed with your name and address, for small test mailings. And even this low cost may be offset by savings on purchases for your family and relatives!

Realizing that many beginners need help in selecting good mail order items and preparing their first ads, Mail Order Associates has come up with a really unique Mail Order Ad Service. It works like this. As a yearly subscriber, each month you receive a new "AD of the MONTH" which consists of a professional ready-to-run ad on a new or already proven mail order product. They make specific recommendations—which magazines and newspapers to use . . . how much the ad costs in each publication . . . when to run . . . circulation . . . addresses—everything you need to place your first ad. They even schedule your ads to prevent two subscribers from running identical ads in the same issues. Every item is drop-shipped for you, so there's no investment in merchandise.

In addition to the 12 ADS of the MONTH, subscribers are sent over 100 Classified and Display ads which they may use to get started immediately. And don't underestimate the 'pulling' power of a small classified ad. Dollar for dollar, they produce greater profits than full-page display ads! More than one large mail order house got its start with a tiny classified. Many still use them to get new customers and build their mailing lists. Talk about starting on a shoestring—you can begin with a $5.00 classified ad offering self-improvement booklets, which you can have drop-shipped for you at 100% mark-up! Pyramid your profits into more ads and larger catalog mailings, and you may be running full-page ads sooner than you think!

And in case you're wondering how much a one page ad might produce, just consider this documented case history: Not too long ago, a one page ad in Sports Afield magazine pulled 22,000 orders—OVER A HALF MILLION DOLLARS in cash, checks and money orders! Is that any way to run a mail order business? You bet it is! Compare the potential profits in mail order with the job you have now! Then you be the judge. Isn't it worth risking a 'few dollars' investment in a business which holds promise of such tremendous financial rewards?

WHAT ARE YOUR CHANCES? Mail Order, just like any other business, involves a certain amount of risk. Every investment does. But unlike any other business, mail order offers you an opportunity to make a fortune—starting with very little capital. Your chances of success are excellent, if you learn the inside 'secrets' and tricks of the trade, used by the mail order 'pros'.

For example, there are gimmicks called "2 for 1 deals". The novice runs a 3" ad in a magazine that charges $42 for the ad. The pro gets three times the amount of space for his $42! Hence, he needs only ⅓ the number of orders to make a profit on his $42 ad! The pro knows which magazines give "2 for 1 deals". The beginner could spend years trying to find out.

Before you start, you should be familiar with the basic laws and regulations regarding mail order. How to register your company name . . . when to use a P.O. box . . . how to handle complaints . . . refunds . . . where to get trade reports from the FTC, Post Office and FDA.

The beginner should have a complete set of Magazine Advertising Directories ready for reference, before placing any ads. He should know how much each publication charges to run his ad . . . circulation . . . column size . . . ad discounts, etc. Which are the best magazines and newspapers for mail order ads . . . the best time to advertise.

MAIL ORDER ASSOCIATES FEATURES ONE OF THE MOST COMPREHENSIVE MAIL ORDER PROGRAMS EVER OFFERED! CATALOGS . . . ADS . . . TRADE REPORTS . . . ADVERTISING DIRECTORIES—EVERYTHING YOU NEED TO GET STARTED!

Many beginners learn the hard way. They mail a thousand catalogs to a worthless mailing list, waiting for orders that never come! This one pitfall accounts for 95% of all mail order failures!

These are just a few of the 'inside' facts you must know to guarantee your chances of success in mail order.

WHERE TO GET THE 'INSIDE' FACTS. Obviously, if your first ads pull orders and your follow-up catalog mailings produce a good profit, you're going to run more ads *and reorder catalogs.* For this reason, the catalog supplier will back you with all the professional guidance and 'know-how' at his disposal. It stands to reason, he wants you to succeed from a purely business standpoint—he wants to sell you more catalogs.

With this in mind, Mail Order Associates, Inc., of Montvale, N.J. has come up with one of the most comprehensive mail order programs ever offered to beginners! With your initial order for their catalogs, or a one year subscription to their ad service, they include a complete set of Mail Order Reports.

Over 120 pages of vital 'inside' facts which cover every aspect of mail order. You can be sure you won't get this kind of professional guidance from any competitor or mail order textbook!

Their reports tell you how and where to get "2 for 1 deals" . . . how to get FREE ads . . . Mail Order Laws & Regulations . . . Advertising Directories of magazines and newspapers . . . Drop-Ship products, catalogs and Mailing Lists . . . plus dozens of low cost ads you may use to get started!

No doubt about it, Mail Order Associates provides top-notch catalogs and ads for the trade—BUT they also offer professional guidance to mail order beginners. Something that's been long needed in this field.

By all means, if you're looking for an ideal second income, or financial independence in a business of your own—get into Mail Order! There's no guarantee or sure-fire rule for success—but no other business offers you a chance to hit the jackpot, on such a small investment.

FREE DETAILS - MAIL THIS COUPON!

MAIL ORDER ASSOC., INC., Dept. 22, Montvale, New Jersey 07645

Dear Sirs:

Please send complete details about your Mail Order Programs, Catalogs, Ads, Trade Reports, and Advertising Directories. Include FREE catalog. I understand there is no obligation and no salesman will call on me.

NAME_____ AGE_____ SEX_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

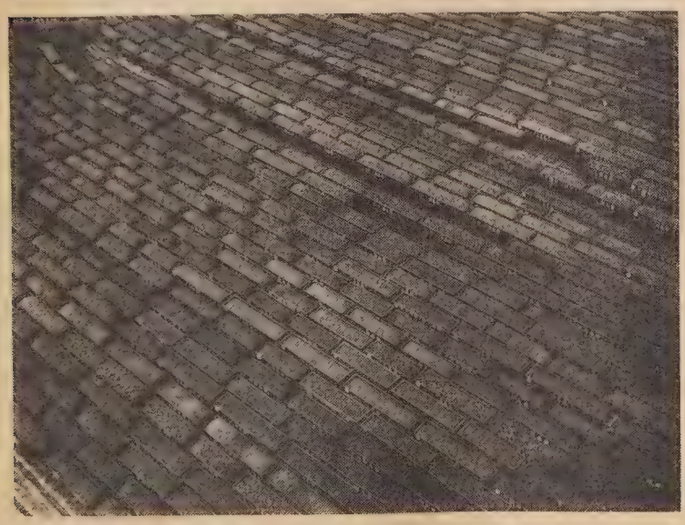
Photographs of the Month

Shay No. 7 of the Cherry River Boom & Lumber Co., just out of Richmond, Va. Photo from a new book that this magazine reviewed last month: *Rails Through Dixie* by John Krause with text matter by H. Reid.
Photograph by John Krause

Louisville & Nashville operator Helen Fitch in the Atkinson Yard at Madisonville, Ky., hands orders to a freight train crew.
L&N photo by Wm. C. Tayse

Oct. 31, 1965: New York Central excursion train sponsored by the Railroad Enthusiasts, with two of our editorial staff men aboard, Art Knowles and Sy Reich, crosses Rosendale trestle near Kingston, N.Y. Below the first coach you can see the old stable that long ago was used by horses which pulled slow-moving boats on the Delaware & Hudson Canal

Photo by Frederick A. Lewis, Rock Tavern, N.Y. 12575



Industrial pattern: An aerial view of hopper cars, some loaded and some empty, in the Lambert's Point Yard of the Norfolk & Western.

N&W photograph

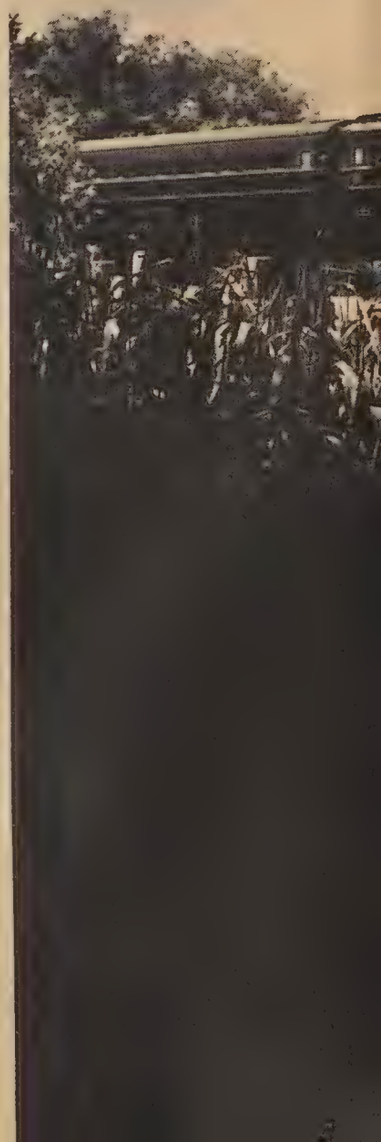


Photo by Bob Yanosey, 40 Hendel Ave., North Arlington, N.J.

New Haven electric locomotives 300 and 302, ex-Virginian Railway rectifiers, are getting out of the Oak Point Yard in the Bronx area of New York City with a consist of 73 cars.

In 1941, the Santa Fe's first freight diesel, 100, made its first eastbound transcontinental trip, through Cajon Pass, with *Railroad Magazine* writer on its train.
Photo by AT&SF Railway

Canadian National's 6167 is a favorite subject for railfan photographers. This trip was out of Toronto in 1961.
Allen A. Jorgensen

TRAIN-RIDING SURVEY

by Cleland B. Wyllie

SHORTLY before Christmas, 1939, when I had a low opinion of the top management of the Canadian National and its subsidiary, Grand Trunk Western, I had no idea that by 1966 I would be regarding CN as the great hope for those of us who like to ride passenger trains.

At issue in those days was the discontinuance Dec. 2, 1939, so close to the holiday rush, of trains 7 and 8, which, with Lehigh Valley help, had been providing Chicago-New York service. Especially vital were the Chicago connections, since No. 7 had been reaching the Windy City at 3:15 p.m., a very convenient hour. I never understood why those two trains were pulled off just prior to a heavy travel period.

Today I feel differently about the Canadian National. CN has a new image and is vigorously pushing a dynamic program to attract passengers. This drive is more than merely cutting fares to lure riders in off-peak periods. CN's management analyzed the need for passenger trains and modernized its service to get good results. By contrast, most railroads in the United States seem to be giving less and less thought to non-freight traffic except to seek ways and means of eliminating it.

CN decided in 1961 to save its passenger business, even though its competitor, the Canadian Pacific, was veering in the opposite direction. What happened is interesting. The National's passenger revenue turned upward to $44,354,000 in 1963 and to $51,818,000 the following year, then exceeded $57 million in 1965, and is likely to hit around $70 million this year, with a further increase predicted for 1967. This proves, I think, that people will patronize a service that is tailored to their convenience.

Canadian National photograph

New, modern equipment on the *Rapido* features two- and one-seating arrangements, and helps to explain why Canadian National is rebuilding its passenger business.

The exciting progam was developed under the leadership of Pierre Delagrave, who launched a revolutionary new concept of fares (Red, White, and Blue) east of Montreal on May 1, 1962, and extended it to the West Coast on October 27, 1963. Since then, despite Canadian Pacific opposition, the National has expanded its fare program further to embrace the Montreal-Toronto-Windsor triangle. The popularity of this setup is high and continually rising. There was some fear that Delagrave's resignation last December might lead to a weakening in the Red, White, and Blue system; but his successor, Jean Richer, reassured the public by declaring, "I did not take on this job to preside over the burial of train travel in Canada."

There is no indication that the railroads as a whole south of the Canadian border will emulate CN's success in the passenger field, at least in the near future. I wonder what would happen if the top managements of *all* big roads would give the same constructive support to passenger service that Donald Gordon, president of the Canadian National, is giving.

Some critics in the United States snipe at the CN program because the railroad is Government-owned. Charges that the

Newest and fastest train in North America, the Canadian National's *Rapido*, was put into Montreal-Toronto service on Oct. 31, 1965.
Canadian National photograph

passenger deficit has soared are heard everywhere. The CN did incur heavy expenses in improving its service and equipment in 1964 and 1965, and the revenue payoff will be two or three years in developing.

However, the Canadian National's overall deficit is not due to operating expenses but is caused by the heavy carrying charges on the debt taken over when the system was nationalized. So the oft-repeated charge that the Canadian taxpayer is covering the passenger deficit wouldn't stand up in court.

Besides, there is good reason to believe, a high Canadian National official told me, that the public-owned road has "turned the corner" on its deficit problem and within the next five years its financial loss on passenger trains will be sharply reduced if not completely eliminated. We hope so.

Reasons for optimism on this point are easy to spot. CN is ready to continue building up its passenger-hauling in the high-volume areas of the Maritime Provinces, in the transcontinental Montreal-Toronto-Vancouver route, and in the so-called Corridor Area between Montreal and Windsor. Hopefully the road can reduce or drop service in places where there isn't enough demand to support it.

Also on the agenda are further efforts, hitherto successful, to redesign food handling in dining cars and railway restaurants in ways that will cut costs, the introduction of new equipment on selected routes that will give more satisfaction to the cash customers and, best of all, plans to achieve greater overall earnings and a reduction in operating expenses. None of these improvements would have been possible under conditions prevailing when the Red, White, and Blue program was inaugurated. Falling revenues and mounting losses—familiar to U.S. lines—made it hard at first for the Canadian road to be optimistic, but the gamble has paid off.

The CN program keeps snowballing. More than 700 passenger cars were rehabilitated last year. The pool arrangement between Montreal and Chicago, which kept service and schedules virtually static for 32 years, was broken last October and the National began operating its *Rapido*, which is North America's fastest train. This beautiful new train runs between Montreal and Toronto, leaving Montreal at 4:45 p.m. and covering the 335 miles in four hours and 59 minutes, averaging 67 miles per hour. Five minutes later it is followed over the same track by the *Bonaventure*, which makes eight stops and takes five hours and 50 minutes.

The *Rapido* started last October 31st as a six-car train seating 278. Now, on Fridays and Sundays, it has 13 cars seating 617, on Thursdays 10 cars, and on Mondays through Wednesdays 9 cars. Even the slower *Bonaventure* is handling more riders than the previous pool train. So passenger comfort and attractive fares do sell more tickets.

Gains are not limited to short runs. Note what the Canadian National has done on such long-distance journeys as Montreal-Halifax, 840 miles, and Montreal-Vancouver, 2,916 miles. Despite intensive air competition, CN has expanded and bettered its service on these routes and has won more business. The public-owned road now runs two transcontinental trains the year 'round, whereas previously during the winter it had only one. Three trains are on the summer schedule; the Toronto section of the *Super-Continental* runs as a separate train from mid-June to mid-September. This year CN will have 20 percent more sleeping space on its transcontinentals.

But that isn't all of the good news. Also this year, the Grand Trunk Western will test Red, White, and Blue fares in the United States; and the CN is considering the use of new high-speed equipment between Montreal and Toronto, possibly next year, when Montreal will be the scene of a world's fair.

While the sun shines brightly on rail passenger service in Canada, the outlook in the States is, for the most part, gloomy. Here only a few major lines, mostly in the West and Midwest, actively welcome passengers and promote rail travel, thus bucking the national trend. One big cause for concern is the wholesale diversion of mail from trains to trucks. When President Johnson signed the mass transit bill he is reported to have asked rail management to save inter-city trains. He should tell the Post Office Department.

Passenger revenues are still dropping on most of our major roads, particularly the Pennsylvania and New York

The flags are green, which indicates an extra section, showing that business is good on the Santa Fe *Super Chief*. The above scene is Raton Pass. In off-peak periods the *Super Chief* and the all-coach *El Capitan* are operated as one train.
Santa Fe Railway photograph

Central. The latter's sleeper-coach service has not fulfilled its earlier promise, but the Central is making a limited bid for passenger traffic with its one-way family plan and reduced fares for faculty and student travel. Developments on the Pennsy are more favorable: the prospective high-speed service between New York and Washington plus a clever advertising program which pulled additional passengers onto the all-Pullman *Broadway Limited*.

Four great systems that have been very passenger-minded over the years face critical decisions in 1966. The Burlington and the Great Northern have hired outside consultants to take a hard look at their "varnish" service and make recommendations on what should be done; while the Chesapeake & Ohio and the Baltimore & Ohio, which probably should be considered as a unit, since Paul H. Reistrup is directing the battle for more passengers on both roads, had a total passenger deficit of $10 million last year and it seems likely that 1966 will be even more critical.

The Great Northern's passenger income dropped somewhat last year while the Burlington's was almost unchanged. The "Q" had been headed for another increase, but December revenue fell—not due to a lack of popularity of the road's *Denver Zephyr*, which ran in two long sections from mid-December through January 3rd.

On the C&O and B&O, "Red Circle" fares have been cut on first-class travel but remain the same for coaches. On those roads, too, more passenger advertising is planned, sleeper-coach service between Detroit and Washington shows steady improvement, both American Express and Diners Club credit cards are being honored, and you can take an automobile with you between Chicago and Washington. Such items are bright spots in the passenger scene. C&O and B&O managements are really promoting rail travel.

The Seaboard Air Line, Northern Pacific, and Illinois Central report gains in passenger revenue. The Santa Fe, Union Pacific, and Atlantic Coast Lines show some decreases but still like passengers. Seaboard's rise was 1.5 percent, the highest in 13 years. The road helped its equipment situation by buying 36 cars from the Florida East Coast.

Northern Pacific revenue rose 5.76 percent and F. G. Scott, passenger traffic manager, expects a gain this year also. Late last December the NP became the first Western road to honor American Express's "Go Now, Pay Later" credit plan, and the initial results have surpassed expectation. NP bought six cars, second-hand but fully overhauled, for use on its famous *Mainstreeter*, second only to the *North Coast Limited* in the road's popularity list.

The IC had a 5 percent rise and continues vigorously to promote tours. UP revenue dropped 3 percent but R. B. Johnson, passenger traffic manager, expects a better 1966. The UP has rebuilt 19 sleepers into virtually new all-bedroom cars, besides adding to its coach supply by rebuilding 14 older sleepers into 44-seaters. ACL came up with a December that was good but not good enough to avoid a decline over 1964. The winter-season *Florida Special*, a very popular train, is still holding its own and the ACL is considering several proposals to make this year even better.

Santa Fe's passenger revenue for 1965 showed a drop over 1964, which, however, had been inflated by a huge military movement involving 59 special trains. Without the latter boost, the 1965 income would have been comparable to 1964's. The AT&SF is planning hopefully for a 4 percent increase in 1966. Several travel-boosting gimmicks are in the offing for this road. One, already launched in the Fort Worth-Dallas area, is the "Chico Gadabout Club," designed for group travel. There's no membership fee. When 30 members sign up, the club becomes eligible for special low rates on packaged trips. Expansion to other points seems likely.

The Santa Fe's *Super Chief*, like the IC's *Panama Limited*, is one of America's very best trains. In my opinion, AT&SF's top management comes closest to the Canadian National's in its dedication to making rail travel pleasant. For the CN and only a handful of carriers in the United States the future prospects of passenger business are bright. I wish I could say as much for the other roads. ●

Still in Pennsylvania Railroad service is B-1 No. 3919 (built in 1934), pictured with a P-70 coach in Sunnyside, largest passenger car yard in the world, at Long Island City, New York. Bob Yanosey, 40 Hendel Ave., North Arlington, N.J.

Faster Passenger Trains

by Arthur T. Knowles

FASTER and more modern passenger trains are inevitable. The U.S. Department of Commerce has signed a two-year lease with United Aircraft Corp. for a bold, new, railroad demonstration project in the Northeast Corridor. Possibly before the year ends, UAC will try out two gas-turbine-propelled trains on the 44-mile Boston-Providence segment of the Corridor. (See the two upper photographs in our April issue on page 54).

Furthermore, the 25-mile stretch between New Brunswick and Trenton has been chosen for an initial test on the Pennsy's busy, electrified, New York-Washington line. A third demonstration is scheduled to be made this year with Budd cars on 20 miles of the Long Island Rail Road between Bethpage and Ronkonkoma.

Pullman-Standard is building the trains for UAC, which is supplying the gas turbines and has sub-contracts for other components, all to UAC specifications. Each of the first two trains will consist of three articulated cars, the motive power and controls being housed in each end unit (Power Dome Coach).

The power plant will be three 455-hp gas turbines, developed by UAC and weighing but one-25th what a diesel engine weighs for the same hp. The drive is through a gear-box direct to two axles. No heavy generators or motors are involved. Turbines can be lifted out and new ones installed in less than an hour, if and when necessary. This power plant will deliver about 18 hp per ton of total weight of Power Dome Coach as compared with 3 hp per ton of a conventional diesel locomotive, or 7 hp. per ton on the *John Quincy Adams,* a lightweight New Haven train of the 1950's.

Each three-car train is expected to be tested at 160 mph but will not make that speed at any time while in service between Boston and Providence. The proposed schedule for the 44-mile run, with stops at Back Bay and highway Route 128, is about 40 minutes, which is 14 minutes less than the present timing.

There will be dome-car seating over the power plant. The whole interior of each car can be arranged in any way the prospective railroad may wish. UAC is hoping, naturally, that a number of carriers will be interested. Indeed, some serious inquiries already have been received. Faults that developed in the previous attempts at radically new designs of passenger equipment have been considered and presumably overcome.

For the Boston-Providence experiment the train set will include two Power Dome Coaches (PDC's) and an intermediate car (IC), the whole being called turbine motor train (TMT-3D). It is articulated, with two axles under the power plant and one between the PDC and the IC. These axles are guided, always perpendicular to the rail. A train could have more than one IC between the PDC end cars. Its capacity could be doubled by adding a second TMT-3D.

The cars, including power units, will be pendulum-suspended—a feature not used on even the famed Japanese Tokaido line—to ensure easy riding on curves. Between Boston and Providence the track is fairly straight, but the New Haven has some rather sharp curves at Providence, Mystic, New London, Bridgeport, and elsewhere. UAC maintains that the riders will not be jolted when their train hits such curves at much faster speed than is possible with conventional equipment. The UAC's safety factor is high, but passenger ease and the possibility of splashing coffee or soup on a diner restricts a conventional train's speed.

An auxiliary generator will provide electricity for lighting, heating, and air-conditioning. There will be de luxe washrooms, a very low noise level, structural strength meeting all of the strict requirements set by the Association of American Railroads, center doors for faster loading and unloading, and steps for either high or rail-level platforms. These items make for ultra-modern transportation which, it is hoped, will attract a great many travelers from the overcrowded highways ●

UP 9000 pictured in service.
A. M. Payne collection

The Story of

THREE-CYLINDER LOCOMOTIVES

by Bill Pennington

Locomotive engineer, Western Pacific Railroad

SLOWLY, at near stalling speed, the great 4-12-2, one of the Union Pacific's 9000's, approached a tunnel somewhere in Utah, her stack blasting smoke and cinders in a deafening crescendo, amplified by the closing portal. The engineer, fireman, and head brakeman, muffled in gas masks and with jackets thrown over their heads, settled down for the torturous pull amidst overpowering heat, fumes, and ear-splitting noise.

After a long time the racket ceased abruptly and the silence was equally deafening. Looking through the brown, murky, heat-conditioned gloom, the hoghead saw that the throttle had been closed and the "jimmy" (independent engine brake) had been set.

"What's going on here?" he demanded. "Who in hell closed the throttle?"

A voice from below the cab: "Hey, Charlie! Down here, Charlie!"

Charlie gaped. The safety valve was open and steam, mixed with smoke cascaded around him. Realizing that his freight had stopped in the tunnel, he swung around into the gangway and slid down the handrails to the ballast, to be greeted by his conductor.

"What are you doing up here, Hank?" he asked.

"Well, Charlie," said the skipper "we had stopped, so I came up from the caboose to see why."

"But we hadn't stopped!" Charlie protested. "We were still moving."

"That's what you think. I climbed into the cab, closed the throttle, and set the jimmy. It was too hot up there, so I dropped back down here. If you don't believe that, look at the rail under those drivers."

Glancing in the direction traced by the conductor's electric hand lantern, Charlie was astounded to see that the drivers had worn more than halfway through the ball of the rail.

"Well, I'll be damned!" He stumbled forward for a closer look.

Our story came from Roy B. Munson, who says; "This actually happened. I heard about it from a division superintendent many years ago."

Roy goes on: "I am now retired from the UP, but I often fired and ran those 9000's. I liked them. They were wonderful engines. I used to count the exhausts, and you can imagine what they sounded like while running at 50 or 55 miles an hour. It was more like a roar. Those fellows in the tunnel didn't know their train had stopped, and with the drivers still turning they bounced around as if they were still moving."

It must have been a mean task to get that engine out of the tunnel, buried as she was in holes of her own making. That job most likely took the combined power of a couple of her sisters.

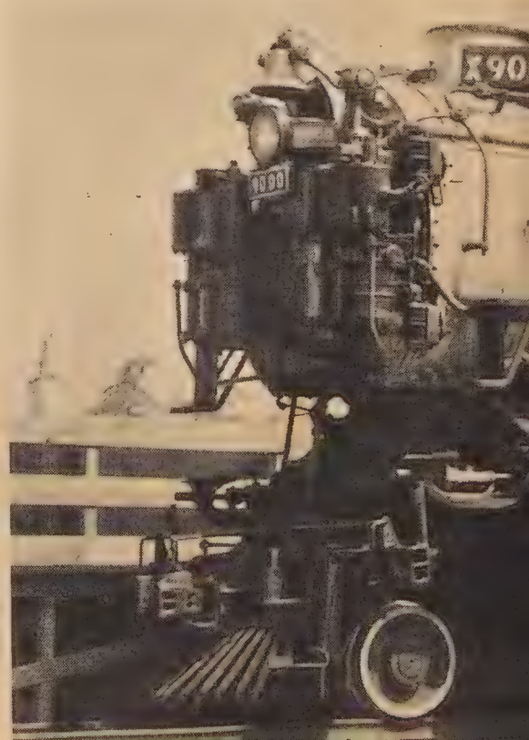
What does it all prove? Nothing, perhaps, except that the smooth power of a three-cylinder locomotive is such that inside the tunnel she could stop pulling and start slipping without any noticeable change in the exhaust. Steam engineers, sometimes being exhaust-counters like Mr. Munson, failed to detect the individual exhausts after reaching a certain speed, and in an enclosure such as a tunnel it was impossible to detect them at any speed.

Robert Stephenson, the pioneer locomotive builder, and William Howe, both of England, were granted British patents for a three-cylinder engine just about sixteen years after the first successful run of the *Rocket* on the Liverpool & Manchester Railway. It was not long before their idea was tried out in the United States.

In 1848, the Philadelphia, Wilmington & Baltimore (now part of the Pennsy) converted two Norris-built engines from two to three cylinders at the Canton Shops in Baltimore. There is no record of the types, but they were named *George Washington* and *Ohio*. A year later they were still running as three-cylinder jobs, but by 1850 they seemed to have disappeared.

Thirty years elapsed. Then in 1880 John B. Smith, president of the Pennsylvania Coal Company, had four small three-cylinder 0-4-0's built for use about the mines. Apparently the four were successful, for in 1892 the Erie & Wyoming Valley Railroad asked him to design a 4-4-0 passenger locomotive of the three-cylinder type for them. This engine was subsequently built by Dunmore Iron & Steel Company at Dunmore, Pa.

Until 1894 no accredited builder had produced a three-cylinder engine. Then the E&WV placed an order with Baldwin for three 2-6-0 Camelbacks for heavy freight operation. All three cylinders were inclined about eight degrees from the horizontal so that the main rod would clear the axle on the first pair of drivers. Their valve gear



A New Haven three-cylinder loco: No. 3600, class A-S, with Gresley valve gear.
A. M. Payne collection

was Stephenson Link. This required three pairs of eccentrics, which were placed on the second axle along with the middle crank. The arrangement so cluttered up space between the frames that the middle crank had to be offset to one side. While they were efficient from the viewpoint of easy starting and tonnage hauling, the third cylinders were plagued with broken cranks.

In 1909 Howard D. Taylor, a superintendent of motive power and rolling equipment on the Philadelphia & Reading, asked his mechanical engineer, Edward O. Elliott, to supervise the rebuilding of several existing two-cylinder Camelbacks to the three-cylinder design. In June of that year No. 303, the first of them, a 4-4-2, rolled out of Reading Shops. She had 18½x24-inch cylinders and 80-inch drivers and boasted an impressive 29,450 pounds of tractive force. She was followed in June, 1911, by another 4-4-2, No. 300, and No. 675, a Ten-wheeler.

It will be remembered that Engineer Balthasar made a notable run with the 675 from Elwood to Meadow Tower, N.J., in August, 1912, at 120.6 miles per hour, as stated in March '66 *Railroad*.

In May of 1912 No. 344, another 4-4-2, took to the rails. All these engines used Walschaert valve gear for the outside cylinders, a Joy gear actuating the middle one. Like all three-cylinder jobs up to that time, they experienced a series of broken cranks and were rebuilt to two-cylinders in 1916 and 1917.

Richard W. Kaucher, who later became chief draftsman for the Reading, designed and built a working model of a valve gear for the third cylinder. Utilizing a system of levers behind the cylinders, it was not unlike the one invented by H. N. Gresley, a distinguished English locomotive designer, which were placed in front. The Kaucher gear was never applied to a locomotive.

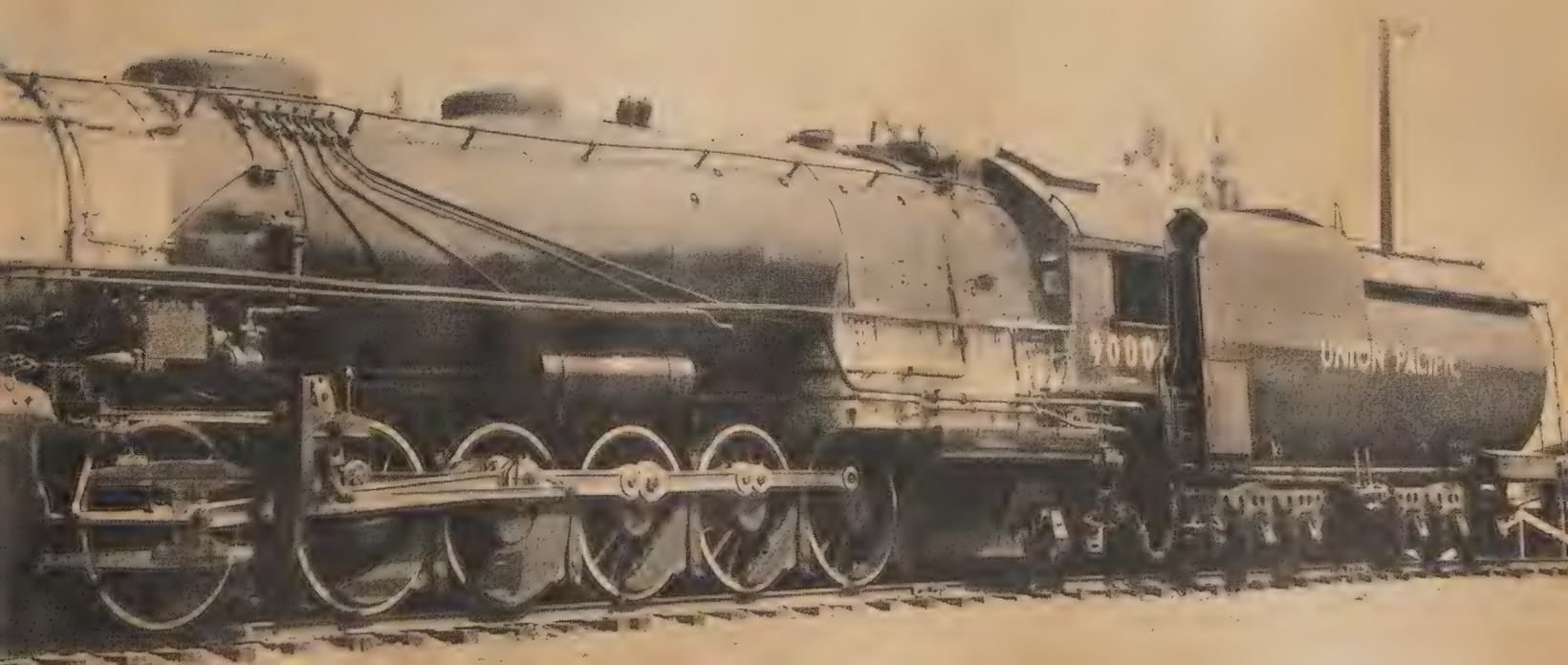
In the early 1920's Lima was about to astound the transportation world with their new concept of super-power—larger boilers and huge fireboxes to "beef up" the Mikes into Berkshires and Santa Fe's into Texas types by replacing two-wheel trailing trucks with four-wheel types. How could you keep something as large and controversial as a locomotive a secret? You'd need a circus tent on a desert island.

The American Locomotive Company was not idle and had other ideas. "If it's super-power they want, it's super-power we'll give them. The first thing to do is nail down the Gresley patent to exclusive Alco use."

Looking around for an existing two-cylinder engine to convert to a three-cylinder and thus explore the advantages, if any, to this concept, they found just what they wanted in two New York Central L-1b class 4-8-2's which they had built in 1918.

To all outward appearances, these engines looked brand new when they rolled out of the Schenectady plant in 1922. Now, sporting three cylinders and boosters in Delta-type trailing trucks, their trials began. Although the trials were reported as satisfactory, the Central had no more three-cylinder jobs. In 1926 those two engines were rebuilt to the conventional two-cylinder design.

Meanwhile, the Lehigh Valley, looking for something new to conquer the stiff grades through the Pocono Mountains, decided on an experimental three-cylinder locomotive. Heavy freights were being handled by 2-8-2's and 2-10-2's over these grades, which ex-



Alco-Brooks built this powerful Missouri Pacific three-cylinder 4-6-2 in 1925.
Collection of Harold K. Vollrath, 7239 Village Dr., Prairie Village, Kan. 66208

ceeded one percent in either direction.

In 1923, the same year that Lima turned out its super-power 2-8-4 for the Boston & Albany, Alco completed the first super-power three-cylinder job for the Lehigh Valley, built as such from the ground up. This was an almost exact duplicate of the NYC order. The Valley numbered her 5000 and soon her trials began.

Under supervision of W. I. Cantley, LV mechanical engineer, and with a Westinghouse Dynamometer car coupled behind the tender, she turned in a sensational performance on the Buffalo Division. She pranced over the undulating terrain from Buffalo to Sayre (175 miles) in four hours and thirty minutes —an hour faster than the N-5 2-8-2's and ninety minutes less time than the lumbering 2-10-2's of class R-1. The Valley was delighted.

This show led to the purchase, in 1924, of five more three-cylindered 4-8-2's, numbered 5001-5005. Oddly enough, they were soon assigned to fast milk trains east of Sayre and heavy passenger trains over the mountains between East Mauch Chunk (now called Jim Thorpe) and Wilkes-Barre. This was an attempt to avoid doubleheading. Nevertheless, the three-cylinder giants were often seen two-together on such trains as the *Black Diamond*, sending up great clouds of smoke, while their off-beat exhaust reverberated through the hills. The Valley was the first to buy super-power three-cylinder engines but bought no more.

Guy Horton, a retired Lehigh Valley engineer, has this to say: "The three-cylinder jobs took a lot more steam but were free steamers and fired well. I was an exhaust-counter, but they slipped in a couple extra ones and it was hard

The Lehigh Valley was the first road to buy three-cylinder locomotives but limited itself to numbers 5000 through 5005.

Lackawanna's second batch of three-cylinder jobs, built in 1926, were twenty-five drag-freight haulers numbered 2201-2225.

for me to keep count when we were moving fast. We could tell just about how a two-cylinder engine was doing in speed and hook-up (shortening the valve stroke). On these engines the exhaust was just a roar. In my opinion, they were not very successful."

In 1939 the three-cylinder concept ended on the Valley when all six engines were rebuilt at the Sayre Shops, exchanging their three 25x28-inch cylinders for two that measured 28x32. They were then relegated to freight service between Sayre and Easton.

The LV's refusal to buy any more three-cylinder engines failed to influence other roads not to do so. Indeed, while up to that time very few had been built, the three-cylinder bonanza was just starting.

Another anthracite carrier, the Lackawanna, took delivery on five 4-8-4's in 1925. These were high-speed passenger haulers with 73-inch drivers, numbered 1450-1454. They did a good job licking the mountain grades between Stroudsburg and Scranton. But something else was needed to wheel the weighty coal trains out of Scranton and over the steep Poconos. In 1926 the Lackawanna purchased 25 more 4-8-2's, but these were drag-freight engines, 2201-2225. With 63-inch drivers and booster, they turned out 87,820 pounds of tractive effort—9,820 pounds more than the Union Pacific's 4-10-2's which had been built the year before. In 1927 the Lackawanna received ten more of these giants, numbered 2226-2235. Here was enough power to do what was needed.

Even so, on many occasions an eastbound 4-8-2 couldn't start her train out of Scranton. Amid spinning drivers, swirling smoke, and cuss words uttered in the cab, the road foreman would saunter up, bellowing: "Dammit, cut in the booster!"

"Yes, sir," the engineer would reply. Lifting the booster latch, he'd engage it in the reverse quadrant. Then, emitting steam, water, and oil from the cylinder cocks—flying ballast and more swearing in the cab—the booster would settle down to putting out another 10,200 pounds of tractive effort. The rattling of drawbars signified success.

Although the Lackawanna rebuilt their 1400's to two-cylinders in 1930, the 2200's continued to ply the coal trade, and did well in slow-speed assignments, but the boosters were removed later as unneeded equipment. It took three of these engines, one fore and two aft, to lift 5500 actual tons of black diamonds out from Scranton and over the 1.63 percent ruling grade eastbound—a spectacle to admire!

The three-cylinder concept was in full swing. In 1925 the Union Pacific took delivery on ten 4-10-2's, a brand new type to which they attached the name Overland. The first one was numbered 8000, but they were renumbered to 8800-8809 and later to 5090-5099.

At about the same time the Southern Pacific began to receive the first 15 engines from an order of 49. These were a slightly larger version of the UP power and of the same type. The SP called theirs the Southern Pacific type. By 1927 the SP boasted the largest fleet of three-cylindered power in America.

The year before this, the New Haven had bought ten 0-8-0 switchers with three cylinders, 3600-3609, and in 1926 took delivery on three 4-8-2's. In 1927 another five 0-8-0's arrived and a year later ten more 4-8-2's. While this gave the New Haven the second largest fleet of three-cylinder engines in the east and while all of them ran until

Photograph by A. M. Payne

Southern Pacific's three-cylinder locos gave forth a peculiar staccato sound.

scrapped as such, the road bought no more.

Baldwin entered the three-cylinder field in 1925, building a single 0-8-0 for the Belt Railway of Chicago, and came out in 1926 with ten 4-8-2's for the Denver, Rio Grande & Western, the same year they built their fabulous 50,000. While this was a three-cylinder engine, she was a *compound.* Except for 97 others built for export, Baldwin produced no more of them.

The name "Stuttering Dec" was attached to the SP's three-cylinder engines by the men working them. They were not Decapods but were a five-coupled engine similar to one. The stuttering came from the curious sound they made. While a three-cylinder engine would have two more exhausts per revolution of the drivers, these exhausts would normally be evenly spaced except for one factor. The third cylinder was inclined from the horizontal about 8 degrees. Thus, every third exhaust would be spaced a little closer to the second and slightly farther from the fourth. Besides, the SP locomotives had a larger center cylinder with a shorter stroke than the outside ones. This gave the staccato effect which could be said to be "more than off-beat."

Rube Kodel, a retired SP hogger who just turned 95 years young last January, said the other day. "If you'd like a little first-hand information on these brainstorm designed engines, take a ride on one."

This can't be done, brother; they were all gone by 1948.

The last-known active three-cylinder engine was the National of Mexico's 130.
Photograph by A. M. Payne

"I was pulling the *Overland Limited* with one of these engines," he recalls, "when about a mile west of Reno, the thump I'd been hearing became a pound and I knew that middle rod was cutting up something terrible. The road foreman was in the cab and wanted me to stop. I realized that to do so would result in a big delay, so I reduced speed and made it to Reno. A switch engine was sent from Sparks to pull our disabled engine three miles to the roundhouse there. A 4300 came out to handle the train. They usually traded our three-cylinder 4-10-2 for one of these 4-8-2's—at Sparks, anyway.

"The same thing happened another time, but there was a freight train in a nearby siding, so we took its engine to complete the trip. Both times the report from the roundhouse was; main rod brass pulverized, new key and brass, no other damage."

Says W. R. Barker, another pensioned SP hogger: "I was running extra 5023 west and just before reaching the summit at Mescal the engine slipped. Naturally, I closed the throttle momentarily until she got her feet again. When I opened it I heard a loud pounding noise from under the engine, so I stopped for inspection. The brass had broken but was still in place on the middle rod. I lubricated it with valve oil and pin grease and managed to get the train over the hump. From there on it was all downhill, 39 miles to Tucson. By leaving the cylinder cocks open and al-

Both photos from Louisville & Nashville archives

The Louisville & Nashville Railroad's 295, a three-cylinder Pacific type constructed in 1925, was rebuilt at the South Louisville Shops in December, 1940. Her third cylinder was removed and she was streamlined for use in pulling the swanky fast passenger train *South Wind.* Above is a typical builder's photo. Below, we see the 295 in her gleaming new shroud.

lowing just enough steam for a cushion, we made it in, but the broken brass was pounding very bad.

"I did not exceed 20 miles per hour and neither the fireman nor brakeman thought we'd make it. In fact, the brakeman wouldn't stay in the cab but rode back on top of the train. Next morning I went to the roundhouse to see what had gone wrong. The shop force had her repaired by the time and all I saw was the damaged brass, half beaten up, the round hole now oblong.

"When these engines were well maintained they were wonderful to work on and good steamers. They rode well and did a fine job."

In March of 1926 Alco delivered an experimental 4-12-2 to the UP, which called her the Union Pacific type. Two or three months later the road ordered 14 more of this type and in February, 1928, an additional 23. Then in 1929 and 1930 they ordered 25 more each year. This brought the total to 88 units —the largest three-cylinder fleet in America, if not the world.

Clark R. Paulsen, a retired UP engineer says: "I ran these engines on the Oregon Short Line portion of the UP until they were replaced by 4-6-6-4 and 4-8-8-4 simple articulated types. Then came the diesel and spoiled all the fun for many of us.

"The three-cylinder jobs were not a success on the OWR&N between Huntington and La Grande, as their long rigid wheelbase would not properly negotiate the curves. They were renumbered and returned to the UP."

Of the UP's 88 units the 9055-9062 were numbered OWR&N 9700-9707 and the 9004 became the 9708. The 9063-9077 became OSL 9500-9514.

George Sanders was a roundhouse foreman at Grand Island, Nebraska. He recalls: "We did not experience too much trouble with the middle crank bearing. The crank end of the main rod was made in two pieces, the strap and end, and machined round to take the brass. The brass itself was made in three parts. There was no provision for take-up of the bearing due to wear. When wear exceeded three 32nds of an inch the rod and strap were removed and another rod and new brass made and applied. This was done with a hand-operated windlass which pulled the rod up into position."

Mr. Sanders was asked if the failure of a middle crank bearing was in any way caused by enginemen not knowing when trouble was apparent and not reporting it properly.

"In most cases," he says, "enginemen did know what they were talking about when reporting excess pounding in the middle main rod. Failures were due mostly to high speed and excessive wear to the back end main rod bearing.

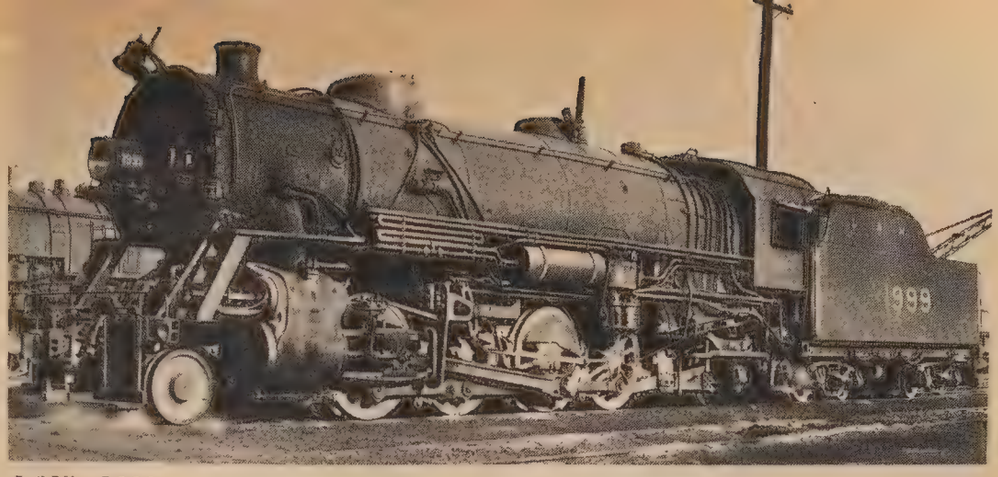
"The double Walschaert valve gear on the 9001-9014 was not too hard to maintain. It eliminated a lot of manpower in removing the transverse lever on those equipped with the Gresley gear, when we had to remove valve and cylinder heads. We called the double Walschaerts bald face and referred to our three-cylinder engines as off-beat."

This evidence comes from C. L. Grenert, a retired engineer from the Indiana Harbor Belt: "We used three 0-8-0 three-cylinder jobs in hump service and called them bunched exhaust engines. Wear in the levers caused them to miss an exhaust once in awhile. They had Baker gear on the outside and Gresley for the middle cylinder."

Many American railroads bought one or two three-cylinder engines for experimental purposes but did not see fit to order more. The five 4-6-2's that Wabash acquired in 1925, numbered 2600-2604, were rebuilt during World War II to 4-6-4's in the 700 series. The Louisville & Nashville tried out a Pacific and a Mike but ended up by rebuilding its 4-6-2 to a two-cylinder type. During the war the 1999 was dug out of the bone pile and put in hump service, ending her days with three-cylinder operation.

The last three-cylinder locomotives built on our continent were three Pacifics for the Ferrocarril Mexicano, fabricated in 1938 by American-Montreal. The Mexicano had previously bought three others from Alco-Schenectady in 1928. One of these, the 130, was sold to the National of Mexico and was still running in 1962. The others were scrapped that year.

Alco had the exclusive use of the Gresley patented valve gear, the British system of levers so connected to transfer the motion from outside valves to the middle one. In most cases the outside gear was Walschaert, although Indiana Harbor Belt used the Baker.



L&N's 1999, a three-cylinder Mikado, Class J-5, built by Alco-Brooks in 1924.
Collection of Harold K. Vollrath

A few Alcos were built with double Walschaert gear but this was probably the whim of the railroad ordering them.

Maintenance of the three-cylinder engine was excessive, so much so that frequent breakdowns occurred. Much trouble centered about the inside main rod and was caused by high speed and poor lubrication. On roads with large numbers of three-cylinder engines the shop forces were usually adequate to handle minor repairs which, if not cared for, could cause breakdowns.

In some cases, enginemen did not recognize dangerous faults and in others the reported troubles were ignored. Any roundhouse that had some 100 engines to service in a day, with but a few three-cylinder jobs among them, was in no position to catch things which were not apparent on the run and unreported. A good three-cylinder shopman could see the possibility of trouble before it occurred.

As early as 1930, some men foresaw the end of the three-cylinder concept. In view of the trouble experienced with these engines, especially with the middle machinery, those men have since been proved right. But the three-cylinder locomotive had a habit of coming back. If there had been a successful way of splitting a roller bearing for that middle crank, it is possible that, eventually, the type would have made good. But the diesel came and spoiled all the fun. ●

Baldwin and Alco Jobs

Baldwin Locomotive Works built the following 3-cylinder locos for the domestic market: E&WV, 2-6-0, in 1894; Belt Ry. of Chicago, 0-8-0, in 1925, and D&RGW, 4-8-2, in 1926.

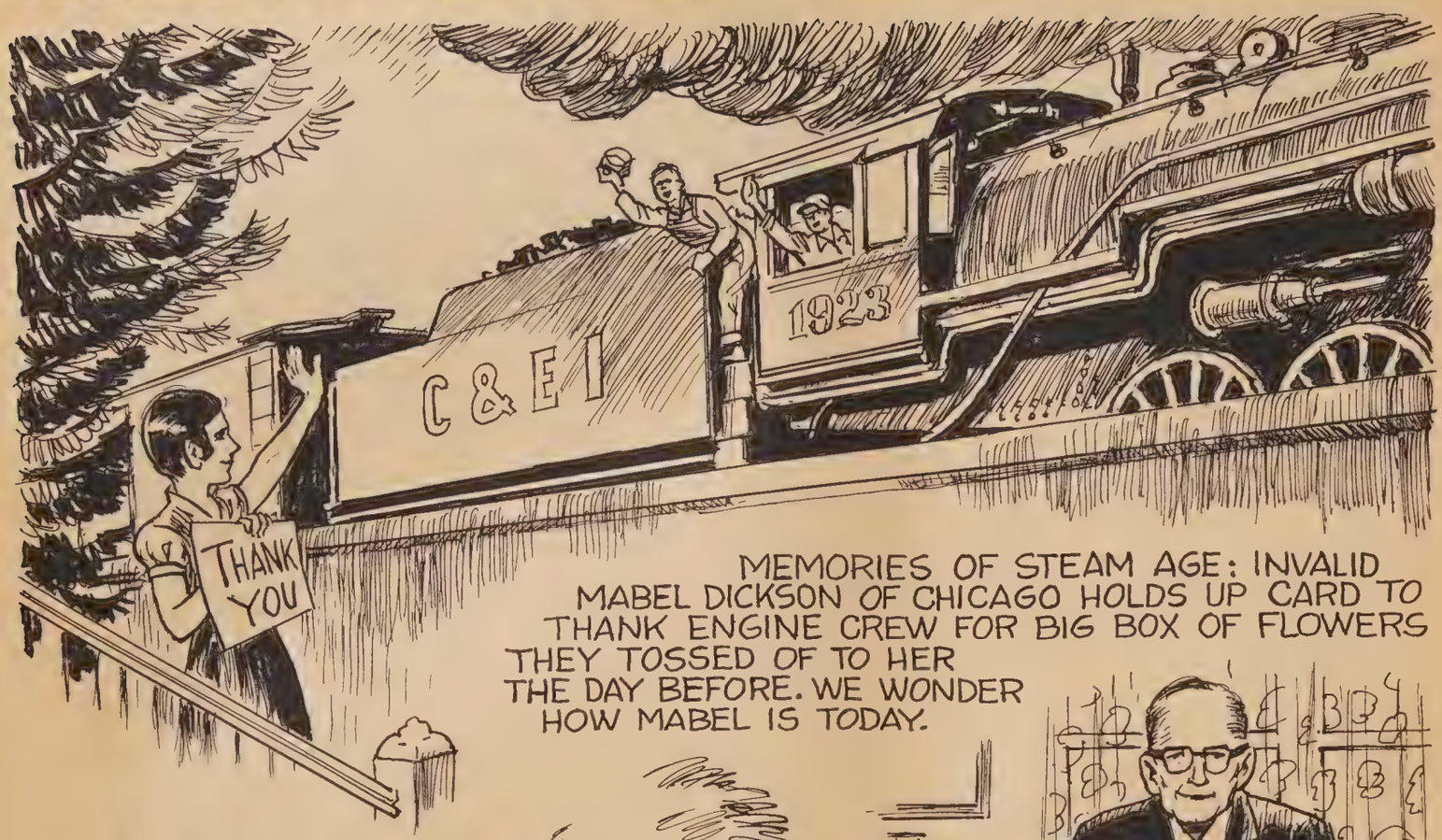
Also the following 3-cylinder locos for foreign markets: Cia. Paulista de Minas, Brazil, 16 4-8-2's in 1924 and '25; E. de F. Oeste de Minas, Brazil, two 4-6-2's in 1925; Royal State Rys. of Siam, four 4-6-2's and four 2-8-2's, all in 1925, and 22 4-6-2's in 1926, '28, and '29; Manila Railroad, ten 4-6-2's in 1926, '27, and '29, and ten 2-8-2's in 1928 and '29; E. de F. Central de Brazil, twenty 4-6-2's in 1926; and Kwangtung Yueh Han Ry. of China, four 4-8-2's in 1928.

American Locomotive Co. built the following 3-cylinder locos for foreign markets: National de Mexico, two 4-6-2's, date unknown; six 4-6-2's for Ferrocarrile de Mexicano in 1928 and '38; and five 4-8-2's for E. de F. Soracabanna in 1926. ●

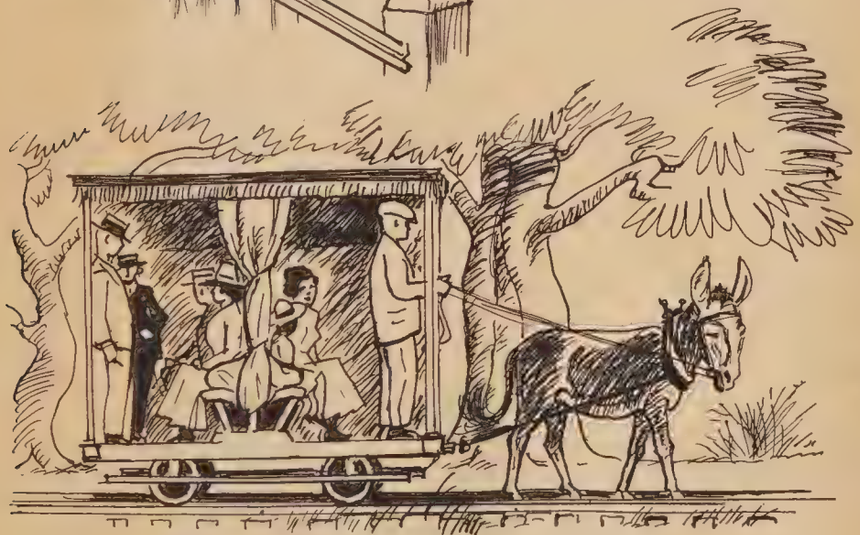
Next month: "65 Years of SP steam locomotive building," by Dick Murdock, SP engineer

ALONG THE IRON PIKE

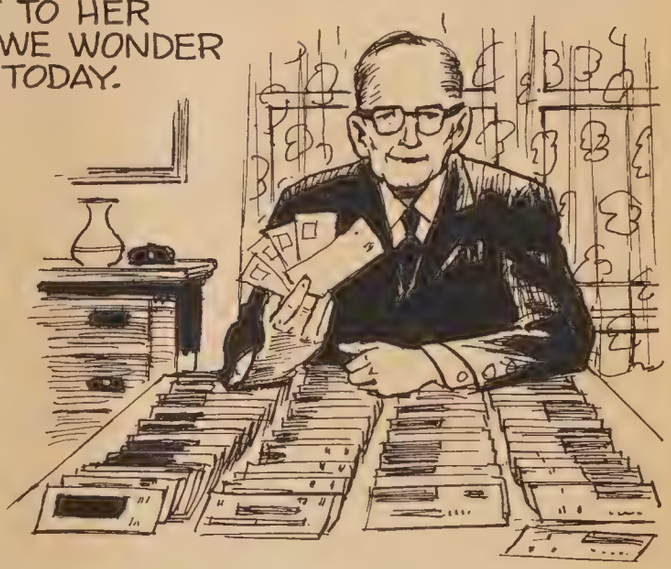
by Joe Easley



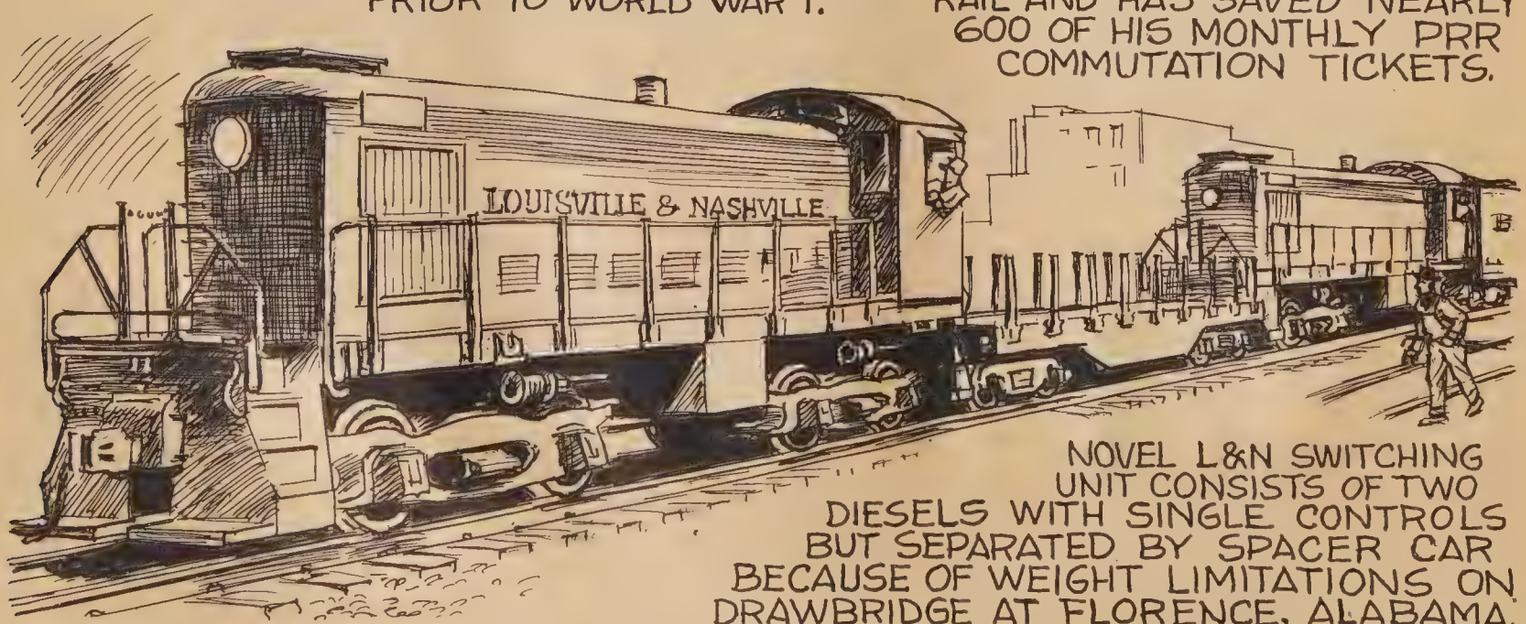
MEMORIES OF STEAM AGE: INVALID MABEL DICKSON OF CHICAGO HOLDS UP CARD TO THANK ENGINE CREW FOR BIG BOX OF FLOWERS THEY TOSSED OF TO HER THE DAY BEFORE. WE WONDER HOW MABEL IS TODAY.



RAPID TRANSIT IN MAYAGUEZ, PUERTO RICO. PRIOR TO WORLD WAR I.



HOWARD HANEY, 626 ROWLAND AVE., CHELTENHAM, PA., SAYS HE HAS TRAVELED 3,100,000 MILES BY RAIL AND HAS SAVED NEARLY 600 OF HIS MONTHLY PRR COMMUTATION TICKETS.



NOVEL L&N SWITCHING UNIT CONSISTS OF TWO DIESELS WITH SINGLE CONTROLS BUT SEPARATED BY SPACER CAR BECAUSE OF WEIGHT LIMITATIONS ON DRAWBRIDGE AT FLORENCE, ALABAMA.

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

INFORMATION BOOTH

1 *Was the Baltimore & Ohio the first American railroad?*

No, indeed! This country had many small ones before Feb. 28, 1828, when the grand old B&O was chartered. As early as 1795, when the nation was very young a cable road two feet wide, with wooden rails, was built on an inclined plane in Boston, Mass., to transport the products of a brick kiln on Beacon Hill to a street below. Loaded cars ran down grade by gravity; a stout cable pulled them up. This may have been the nation's earliest railroad, although Maine is said to have had a stone quarry line in 1790's.

Twelve years later, in the same vicinity, the ingenious Silas Whitney constructed an inclined railway, also with wooden rails, motivated by horse power. Another wooden-rail line, 60 yards long, was built by Thomas Leiper in Sept., 1809, near the famous Bull's Head Tavern in Philadelphia, Pa. There, too, horses pulled the little cars. This was followed a month later by a similar railroad, three-quarters of a mile long, that ran between Mr. Leiper's rock quarries on Crum Creek in Delaware County, Pa., and Ridley Township.

Next came a mile-long railroad laid by George Magers in 1811 for the use of a powder mill at Falling's Creek, Va., ten miles from Richmond. It was a wooden-rail, inclined gravity line, the empty cars being drawn back with a cable operated by water-wheel power. Part of this railroad was a trestle 75 feet high. In 1819 the powder mill was blown up, but the railroad served as an amusement line for years after that.

Wooden-rail operations also functioned at Kiskiminetas Creek, Pa., beginning in 1816; at Bear Creek and Mauch Chunk, Pa., in 1818, and at Nashua, N.H., in 1825. The 18-mile Mauch Chunk Switchback Railway, originally designed to carry coal from the mines to the town of Mauch Chunk, was converted to an all-passenger line in 1870 and continued to haul tourists until about 1940, when it fell into disuse. We think the old structure is still standing.

The first company incorporated to perform transportation service by rail was The Granite Railway Co., which began operating at Quincy, Mass., on Oct. 7, 1826. Using horses for power, it conveyed granite from a quarry to tidewater for building Bunker Hill Monument. Thanks to a man named Gridley Bryant, it was also the first road to use a railway turntable.

America's earliest steam road was a little, oval-shaped, narrow-gage line that Col. John Stevens built on his estate at Hoboken, N.J., site of the present Stevens Institute of Technology. A tiny steam locomotive pulled a small passenger car.

The nation's first steam road, aside from the experiment in Hoboken, dates back to 1828, when the invention of the locomotive prompted the construction of a line in Pennsylvania from the Carbondale mines to the terminus of the Delaware & Hudson Canal. This road had seven inclined planes and nine miles of trestles. The D&H Canal Co. ordered three locos from Foster & Rastrick of Stourbridge, England, and one from George Stephenson & Co. of Newcastle, England. The Stephenson engine arrived first, reaching New York in January, 1829, and was named *America*. But one of the other three, the *Stourbridge Lion*, which reached New York on May 13, 1829, and made her maiden trip of two miles the following August 8th was the first practical locomotive to highball on American soil.

2 *Please print an old poem, "The Wreck of the* Royal Palm."

Here is the poem. We don't know who wrote it nor the story behind it.

'Twas a dark and stormy night
And rain was falling fast.
The two crack trains on the Southern Road,
With screaming whistle blast,
Were speeding down the line
For home and Christmas Day.
On the *Royal Palm* and the *Ponce de Leon*
Was laughter bright and gay.

Then coming round a curve,
At forty miles an hour,
The *Royal Palm* was making time
Amid the drenching shower.
There came a mighty crash,
The two great engines met,
And in the minds of those that lived
There's a scene they can't forget.

It was an awful sight,
Amid the pouring rain,
The dead and dying, lying there,
Beneath that mighty train.
No tongue can ever tell,
No pen will ever write,
No one will know, but those who saw
The horrors of that night.

There's many the saddened home,
That sat that Christmas Day,
Whose loved ones never will return
To drive the gloom away.
They were on the *Royal Palm*
As she sped across the state;
Without a single warning cry
They went to meet their fate.

3 *Which type of diesel truck is the easiest on track with sharp curves, one with an 8-foot wheelbase like a switcher or one with a 9-foot wheelbase like a road-switcher?*

All other things being equal, a truck with a 9-foot wheelbase would naturally be harder on the track than an 8-footer. This is cutting it pretty fine, however.

4 *When you "big-hole" an automatic air-brake valve will any of the following steps increase or decrease, speed up or retard the amount that your engine brakes will set up: (a) leaving your independent brake valve in release position, (b) placing your independent in full release position, and (c) placing your independent in full application?*

Swedish Information Service (c) ASEA

First unit of series of 10 locomotives ordered by Rumanian State Rys. from Sweden's ASEA Co. was delivered last November. It has six axles, weighs 120 tons, and rates 7,350 horsepower.

We put this one up to Bill Pennington, Western Pacific engineer, author of "The Story of Three-Cylinder Locomotives" in our current issue. Bill tells us that an automatic brake valve moved to emergency position reacts thus:

(a) With the independent brake valve in running (release) position, the distributing valve would move to emergency position and would divert air, stored in the pressure chamber, to the application cylinder. The application piston and valve would move to full application, allowing the main reservoir to flow directly to air brake cylinders until equalized by the pressure on the application side of the application cylinder. This would be the brake-pipe pressure, whatever that amount would be. However, a safety valve is generally used in the piping to prevent the amount from becoming excessive, usually 50 pounds.

(b) With the independent brake valve in full release position, the same action would take place as in (a). However, the valve held in release position would allow all air, which normally flows from the pressure chamber to the application cylinder, to be exhausted to the atmosphere through the distributing valve-release pipe and automatic brake valve. Engine brakes would not apply.

(c) With the independent brake valve in full application position, air would flow directly to the application cylinder, after which the action would be the same as in (a).

In other words, the speed of action of (a) and (c) would be just about the same. In (b) there would be no set-up brakes at all. Incidentally, what used to be known as release position is now called running position and what used to be called full release position is now termed release position.

5 *Do you have the words of a poem which begins, "Let me sit on the right hand side"?*

Yes. Entitled "A Conductor's Wish," it was written by B. H. Terry, an old-time conductor.

Let me sit on the right hand side,
A-hold of the throttle and Johnson bar,
And make our rough wild hogger ride
At the other end of the old way car.
just watch him try to stay in the hack
When I start the train with the air and the slack,
And hear him holler when his head I drove
Right in behind the crummy stove;

And as the train goes into the sag
Knock him out with the slack in that drag.
And let him lie there on the floor,
Afraid to stand up, for fear he'd get more.
I'd head right in on the longest track
And cut her off a long way back.
When the hogger walks in, to him I'd say,
"Well, how was the ride you got today?"

6 *I have a photo of Boston & Maine doodlebug 181. Am I right in thinking J. G. Brill Co. built it?*

Osgood-Bradley-EMC built it in 1926.

7 (a) *When was the first funeral train operated for a President of the United States and for whom?* (b) *Who was the first President to advocate building a railroad from the East to the Pacific Ocean?*

(a) April, 1841. It took the body of William Henry Harrison from Washington, D.C., to Columbia, Pa., whence it was moved by highway to the Ohio River, then by steamboat to North Bend, Ohio, for burial. Since then trains have carried the remains of Abraham Lincoln, James A. Garfield, Ulysses S. Grant, William McKinley, Warren G. Harding, and Franklin D. Roosevelt. Also Jefferson Davis, the only President of the Confederate States of America.

(b) Zachary Taylor made such a recommendation Dec. 29, 1849, in his annual message to Congress.

8 *Many years ago I read about an ant stopping a train. Did it actually happen?*

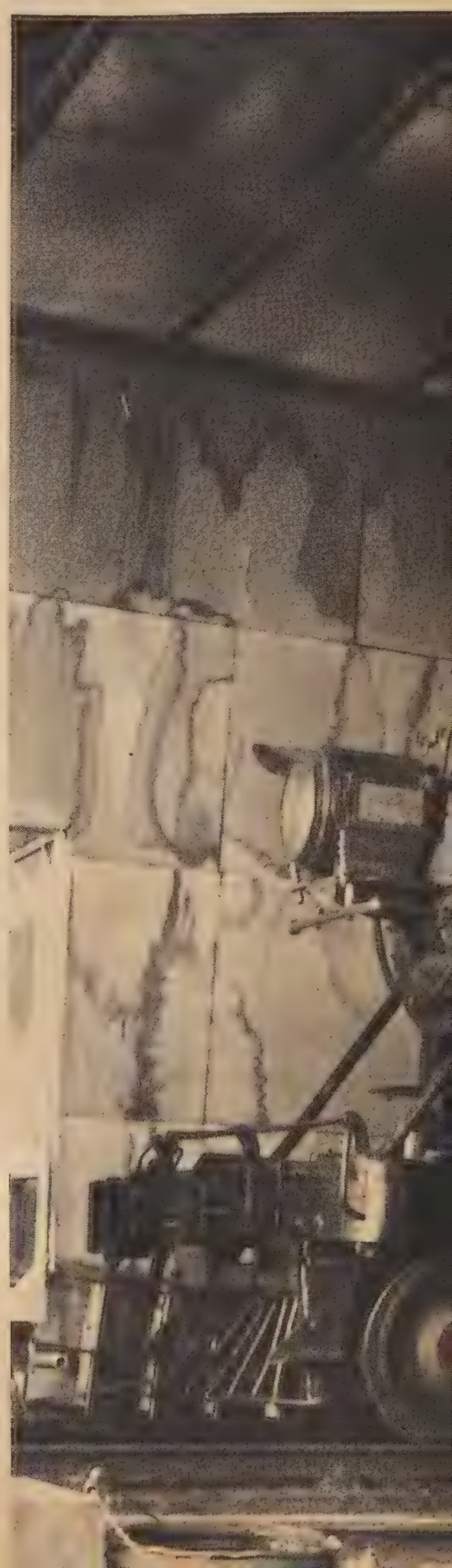
Yes, One September day in 1930 Southern Railway train 41 was halted by a red board. Investigation of the stop signal disclosed that the relay contacts were being held off the clear position by a large red ant. Evidently the insect had crawled on top of the contact point when the relay was in the neutral position and was caught between the contacts when it picked up again. On other occasions grasshoppers have stopped trains by massing on the tracks of Western roads in such numbers that rails were too slippery for traction.

9 *Define "superior train."*

A superior train is one having precedence over another train because of right, class, or direction. Right is conferred by train orders; class and direction by timetable. Right is superior to class or direction. Direction is superior as between trains of the same class. Trains of first class are superior to those of the second; trains of second class are superior to those of the third, and so on. Trains runnning in the direction specified by the timetable are superior to trains of same class going in the opposite direction. Finally, regular trains are superior to extra trains.

10 *How is tractive effort of a steam locomotive determined?*

Tractive effort is the force exerted by the locomotive in turning her wheels by the action of steam against the pistons. In locomotive design the tractive effort required is a determining factor in the machine's proportions. The calculations involved in ascertaining tractive effort have been reduced to formulae, varying only slightly with the various designers and builders. At starting speeds the engine usually will develop,



Vermont Railway diesel No. 42 and steam engine No. 97 in the roundhouse at Burlington, Vermont.

at the rim of the driving wheel, the rated tractive force, which is calculated from her dimensions. Here is the typical formula for two-cylinder simple locomotives, as adopted by the American Railway Association (now called Association of American Railroads):

$$T = \frac{KPC^2S}{D}$$

T equals tractive force, P is boiler pressure, C is diameter of cylinders in inches, S is stroke in inches, D is diameter of driving wheels in inches, and K has the following values (the first figure in each case is the main valve maximum cutoff, the second figure is the same without auxiliary ports, and the third figure is the same without auxiliary ports at 80 percent of minimum cutoff): 80, .85, and . . .; 80, .80, and .80; 70, .70, .74, and .78; 60, .68, and .77; 50, .60, and .75.

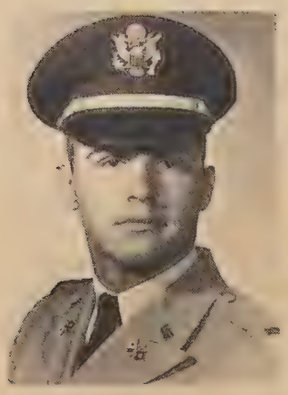
Any two-cylinder engine of a given tractive effort will vary from 23 to more than 23.6 percent less than its rated tractive effort. T.E. is the mean average force delivered through the revolution of the drivers.

11 *Describe a gallows type signal.*

This type consisted of a large sheet-iron disc painted red, provided with a red lens in its center, which was made to hang vertically in the danger position, opposite an ordinary signal lamp secured to the mast for night use. The Clear or Proceed indication was displayed by an operating rod being moved up, by crank motion, which caused the disc to disappear behind a shield. The first use of this signal was on the Manhattan Elevated Railroad in 1889.

Photo by H. E. Brown, 402 W. Main St., Norwich, Conn.

Interesting Railfans No. 42



RON ZIEL

by Freeman Hubbard

Ron Ziel (left) as 2nd lieutenant in Signal Corps in 1961 and (right) removing the headlight from his BEDT loco two years later

Photo by Marshal G. Moseley

SEVERAL items give Ron Ziel distinction. Besides authoring *Twilight of Steam Locomotives* and co-authoring another book, *Steel Rails to the Sunrise*, a history of the Long Island Railroad, and writing a booklet on *Steamtown*, he owns a full-size 0-6-0T steamer in good condition and is obsessed with plans for building and operating a shortline for tourists at Sag Harbor on Long Island. I never knew an adult fan more bubbling over with enthusiasm.

Ron was born in New York City on July 17, 1939. It so happens that Bill Knapke, too, was born July 17th. Bill is a retired Southern Pacific conductor, an ex-boomer, a magazine feature writer, and author of a forthcoming book on cabooses. He will be 97 the day Ron is 27. Both men are fascinated by railroads.

For eight years as a boy Ron lived within a quarter-mile of the LIRR spur, then operated by steam power, that serves the vast Creedmoor State Hospital for mental cases. Like my wife, he graduated from Brooklyn's Pratt Institute, School of Fine and Applied Arts. My wife eventually taught arts and crafts at Creedmoor in Ron's old neighborhood, while he became a free-lance artist. But getting back to that Long Island spur, railfan No. 42 at one time lived directly across the street from it.

"How well I recall the smoke rings which the H-6 switcher assigned to Credmoor freight used to blow as she coasted down a slight incline into Frank R. Smith's coal yard!" he reminisces. "With a few railfan cohorts in grade school I would eat lunch down by the tracks. One dreary March noon in 1949 five of us were sitting in a boxcar when a sudden bump told us that a switcher had coupled into it. She chuffed on and we went along for the ride. As we passed the hospital cutoff we all jumped off into a snowdrift and then walked back to school in time for the afternoon session."

Ron remembers watching as many as 20 steamers an hour go by on the main line. Once a year his father, a chemical compounder, took him to the busy, sprawling Morris Park Shops. "I can still see that roundhouse filled with K-4's, G-5's, G-53's, and other power," he says. "Such scenes made me a confirmed steam fan at an early age. I was only eight when I ran a G-5 all over the yard, seated on a kindly engineer's lap. We took on coal, water, and sand, and broke in the engine for her first run after a class 4 overhaul. An hour later she left for Montauk."

Like most of us, Ron had a tinplate model railroad as a lad, his layout being Lionel O gage. Today he is a member of the Railroadians of America and an organizer and first president of the new Long Island Sunrise Trail chapter of the National Railway Historical Society. In addition to the 0-6-0T, his collection of railroadiana includes signals, marker lights, locomotive builders' plates, books, magazines, photos, glass-plate negatives, and sound recordings.

His full-size steam locomotive (Porter, 1919) was No. 12 of the Brooklyn Eastern District Terminal. This is the nucleus around which he and George Foster, with whom he collaborated in writing *Steel Rails to the Sunrise*, hope to establish and operate the Sag Harbor & Scuttle Hole Rail Road in the vicinity of the whaling museum at Sag Harbor. If this road becomes a reality it will revive steam operation on the is-

No. 207, a 2-8-0 type on the East Tenn. & Western North Carolina at Elizabethton, Tenn.
Photo by Ron Ziel

land after a lapse of more than ten years. The last active LIRR steamer was No. 50.

I asked, "Why did you fellows pick Sag Harbor as the location?"

"Well," said Ron, "while living on the island for years I became fond of it. Besides, a lot of people go out there and many would ride our train. Last year the two-day Old Whalers Festival at Sag Harbor drew 30,000 visitors, and the Bridgehampton auto races at the other end of our proposed line attract over 80,000 persons annually."

T. W. M. Long, president and general manager of the popular steam-operated Reader Railroad in Arkansas, told the young rail buffs he didn't see how the Sag Harbor project "could fail to be a financial success." F. Nelson Blount is equally confident of its future. Blount is one of America's best known railfans. Besides operating the Edaville Railroad and Museum in Massachusetts, he is chairman of the Steamtown Foundation for the Preservation of Steam and Railroad Americana in Vermont.

"During Ron's junior high school days," recalls one of his friends, Donald W. Leo, "his major hobby was airplanes. He joined the Ground Observer Corps, erected a tower in his back yard, and prided himself on being able to identify almost every plane he could spot with his binoculars."

While in the Corps he logged 1,000 hours, unpaid, as an aircraft spotter. Although he was only 16 at the time he attained the rank of assistant chief observer and became the training officer for his post at Huntington, Long Island.

His jobs have included bus boy and garbage man at a state park one summer while attending college, and free-lance photographer. He is a professional artist and a southpaw—"a left-handed artist like Leonardo da Vinci," he says modestly. He is medium height, with brown hair and deep brown eyes that twinkle with mirth, for he has a good sense of humor, and he wears glasses. Ron often visits the *Railroad Magazine* office, where we find him easy to get along with.

"But," says George Foster, who is consultant for an investment firm, "while we were working on the Long Island book I discovered Ron had a stubborn streak a yard wide, and sometimes it took hours to convince him on

Photo by Ron Ziel

Pyrotechnics in locomotive repair shop of National Rys of Mexico. Man is working on 4-8-4 No. 3038. (Right) Ron Ziel views the world from atop old signal mast.

a point we later agreed upon. His photography is of high quality and he is excellent at laying out a book. The fur often flew, though, when I had to edit his rough manuscript copy."

The subject of this sketch feels most at home while chasing steam engines with his 58-year-old Graflex, a 5x7" press camera, and a pouch full of glass plate negatives, and wearing his combat boots, a rough sweater, and khaki. During the past five years he has traveled more than 100,000 miles in search of steam. In that time he has built up a collection of about 5,000 new pictures (negatives and slides), 500 of which show steam engines operating since 1961. This, I think, sets a record.

As I write these words, he and George are down in Mexico gathering material for their next book. On a previous trip there in 1964 Ron had the misfortune to totally demolish a rented automobile which, through a mechanical failure, left the road while he was making about 60 miles per hour. But because of seat belts, he and his guide were not hurt. It was Ron's *second* narrow escape from death in a motor accident. And now I'll tell you about the first one.

Dr. Glen W. McDonald, chief of the U.S. Public Health Service, the same man who warned the nation against the health hazard in cigarette smoking, estimates there are at least four million diabetics in America—and Ron Ziel is one of them. The discovery that he had this malady came about by mere chance. Five years ago, when Ron was serving as a lieutenant in the Army at Fort Gordon in Georgia, his automobile turned over, landing him on the lawn in front of the officers' club, still and silent. Two non-com MP's ran up to his apparently lifeless figure and one said, "I guess this guy is done for."

Ron suddenly opened his eyes. "The hell I am, soldier!" And the MP gulped, "Sorry, sir."

Taken to a hospital, Ron was found to have diabetes, a disease usually attributed to excessive eating of sugars and starches; and since then he has been taking insulin injections daily. As a rule, he administers the shots himself, sometimes George does it for him. According to an article written by Dr. Michael Somogyi for the University of Alabama's *Medical Center Bulletin* (March, 1964), more than 90 percent of all diabetics who contact the disease in adult life could be cured by appropriate diet without medication. Whether or not Ron is curable I don't know. Being a diabetic doesn't slow him down at all. Ron is uncommonly active, which is good for him. "I never ride when I can walk," he says. "I eat more than three times a day, at stated intervals and in leisurely fashion. Aside from insulin, I never take drugs. Also, I detest tobacco and alcoholic drinks, a fact I make clear to the girls I date. And," he adds, "like the late Lucius Beebe, I cannot reconcile myself to the passing of steam power from America's railroads."

No. 42 reads *Railroad Magazine* and *Trains* avidly. "But," he quips, "there are times when *Railroad* seems to be sloppy in the recording of facts, especially in certain photo captions, while *Trains* mixes its printing ink with too much diesel oil. Both magazines have a good potential. I'd like to take a crack at editing either of them."

If he did, he might be greatly surprised to discover the large number of details and problems involved in putting out a magazine. Eventually, though, he'd probably become a very capable editor.

Ron describes himself as an orthodox Christian, a conservative Republican, violently anti-Communist and anti-Nazi, and unalterably opposed to "Big Government." He was a transportation adviser to William Buckley, the unsuccessful candidate for New York mayor on the Conservative Party ticket last year, and hopes to go into politics himself some day. For Ronald Reagan, a Republican candidate for governor of California, he designed a neat campaign button which shows a large X suggesting a railroad-crossing sign with the candidate's initials, RR. The artist regards television as a waste of time. "I watched more TV during the Buckley campaign," he says, "than during the entire previous five years, and I haven't gone near it since."

According to Don Leo, Ron has a more-than-average interest in military matters and he reads a lot, mostly history, right-wing political commentaries, and railroad manuals. The two fellows met for the first time in 1949 when both were attending the same little two-room school at Melville, N.Y. One of our hero's favorite foods in those days was bacon-fat sandwiches dunked in chocolate milk. His current habits include very long conversations on the phone and sleeping in an auto that someone else is driving.

Ron has much sympathy for animals, both wild and domestic, especially cats. Says he: "I like most four-legged creatures better than most people. My favorite neighbors are those living a mile or more away. I shrink from the moral degradation and defeatism of our present century, the shady dealings of many politicians and men in high office, the destruction of famous landmarks such as New York's Penn Station, and the few vandalizing railfans who give our hobby a bad name. Incidentally, I own a Smith & Wesson .38 and would say to light-fingered buffs, beware! I dislike conventional railroad officials who, like the ostrich, bury their heads in the sand and are deaf to new ideas, refusing all outside assistance and advice, and spend less than 3 percent of their companies' revenue on research and development. All they seem to care about is personal job security."

Actually, no ostrich ever buries its head in the sand—that is a myth—but I get his point. Although Ron likes to write books and shoot pictures for them, George Foster tells me that he consistently dodges research, unless it involves a collection of glass-plate negatives, or any photos for that matter.

"When we were doing the Long Island book," says George, "Ron would leave to my wife (Helen) and myself the tedium of ferreting out data from books, newspapers, and microfilm."

If railfan No. 42 were ever to become a magazine editor, which he'd like to be, he would find himself saddled with considerable research.

Approaching age 27, Ron is still unmarried. I asked, "What is the biggest mistake you ever made?" and he said, "Trusting a faithless woman." He did not elaborate on this reply, so I let the matter drop. Ron admits he is a "messy bachelor," one who doesn't keep his living quarters neat and tidy. Even so, creativity is more vital than orderliness —and Ron Ziel is creative.

He considers himself a realist but I size him up as an idealist—restless, impulsive, generous, eager, and sometimes brilliant. Always on the go. Always looking for something. Apropos of the Steam Age he says, "I was born fifty years too late." Possibly he is seeking the road back to yesterday.

Like his friend F. Nelson Blount, he is an evangelist at heart. "My only source of inner strength is God," he states solemnly, "as revealed in the Bible. I hope some day to be remembered for having tried earnestly to help unravel the unholy mess this world is in and to be recognized for whatever other work I may accomplish."

Maybe Ron Ziel should have lived in Medieval times. He would have enjoyed being a knight in bright armor, with a great white cross on his tunic and a sword dangling over his saddle, setting out on a crusade.

His present address is 222-89 Braddock Avenue, Queens Village, N.Y. 11428, in Metropolitan New York. Because he dislikes city life he has bought himself a 70-year-old home in pretty Southampton, southern terminus of the proposed Sag Harbor & Scuttle Hole Rail Road, where, he says wistfully, "I can see the station site from my front windows." ●

NdeM 2-8-2 No. 2103 highballs a mixed train northbound near Cardenas, Mexico.
Photo by Ron Ziel

Steve Maguire's

TRANSIT TOPICS

One more mountain pass, the Tehachapis, is conquered by observation car 599, which long burnished Canadian Pacific rails. Now owned by Orange Empire Trolley Museum, Perris, Calif., she is on Dec. '65 trip behind SP's *San Joaquin Daylight*.
Photograph by Dick Smith

SAN FRANCISCO'S Bay Area Rapid Transit District is in a serious financial jam, due to costs rising since the voters approved its pet project in a bond referendum over two years ago, reports Ralph Kerchum, 4350 Bridgewater Dr., Oakland, Calif. 94602. The original price set for the rapid transit system was $792 million. Since then, expensive litigation that ended up in the U.S. Supreme Court caused delays that, for the construction period until 1971, have pushed up costs from 4 to 8 percent higher. There are likely to be some changes in the BARDT directorate and considerable cutbacks in the inflated costs of construction.

Stephen D. Maguire

A transit study made recently in San Francisco gives an interesting report on the age and life expectancy of some equipment on the Municipal Railway. We learn from E. A. Breitkreutz, 5 Reyna Pl., Menlo Park, Calif. 94026, that the PCC streetcars have an expectancy of 11 to 17 years while the trolley buses have only 2 to 5 years.

The famous cable cars far outdate any transit vehicles now running anywhere. Although built as far back as 1893, they have an almost unlimited future life if properly maintained. But Muni's buses will need replacement in 4 to 9 years, with 75 of them so old that they should nave been replaced 10 years ago.

A new bond issue for the city appears to be due in 1968 to provide future equipment, including new cars for tunnel services that will tie in with BARDT's Market Street subway route, expected to open in 1969.

BLOOR-DANFORTH subway line of the Toronto Transit Commission was opened last February 25th as the city's third new rapid transit line in the last 12 years. Costing $158 million, the new 8-mile stretch from Keele Street to Woodbine Avenue required 164 new cars priced at $16 million. Each car seats 84 passengers.

For six months the route is being integrated with the Yonge and University lines. Every other train swings downtown from the "Y" connection at Bloor and University. This point has been debated for the last 5 years, since a two-minute delay of a train at the location could tie up the entire subway system. From Bill Carruthers, 58 Princeway Dr., Scarboro 4, Ont., Canada, we learn that the first official train was operated by Edwin Brown, TTC equipment inspector and instructor.

Well under construction already are 6 miles more of extensions that will take the subway to Scarboro and Islington, respectively. Meanwhile, Bloor and Danforth trolley lines will continue to run from their loops to provide service to the present underground terminals.

PHILADELPHIA has applied for $23,340,667 in Federal aid for a proposed center city commuter train connection of the Pennsylvania and Reading lines and for the rehabilitation of some 75 Broad Street Subway cars. Net cost of the two projects will be $45,525,000, of which $22,184,333 would be provided by local and revenue financing. Rehabilitation of the subway cars will cost an estimated $525,000.

The 1.4-mile route of the underground connection linking the Pennsy and the Reading electrified lines will run under Filbert Street from 15th to 9th, and on the line of Darien Street north from near 9th and Filbert Streets to a point north of Poplar Street.

Each of the two local suburban electric railroad commuter systems has 6 primary routes, each of which stub-ends in different quadrants of Center City, offering no convenient interchange between them. Reading Terminal, nearly 70 years old, is built on a deteriorating elevated structure. The modern Pennsylvania underground terminal, with new sub-surface construction, will be extended to the new underground station to replace the old terminal and connect all lines.

ST. LOUIS is about to lose its last trolley line, it seems. The Hodiamont route, now served by 17 PCC cars, continued to run after the city's other streetcar routes had been abandoned more than 5 years ago. Bob Clarkson, secretary of the St. Louis NRHS Chapter, 8534 N. Broadway, St. Louis, sends us this news. The proposed bus route follows the trolley line rather closely. Between Union Boulevard and Belt Avenue, which has no streets nearby, the route will be paved. The rest of the right-of-way will be abandoned.

ILLINOIS CENTRAL may buy 200 new, double-deck, multiple-unit electric cars for its Chicago-suburban lines with savings anticipated from its proposed automatic fare collection and the reduction in train personnel. So says Robert J. Swan, 600 Long Beach Blvd., Long Beach, Calif. 90812.

IC's newest electric cars date back to 1926. The Chicago-suburban electrifi-

Convertible No. 11 of Roanoke Ry. & Electric Co. crossing Tinker Creek on suburban line to Vinton, Va., 50 years ago.
Virginia State Library

cation serves 73,000 riders a day. The ICC has permitted the railroad to cut its crews to a motorman and a conductor for 2- and 4-car trains, with an additional trainman for consists up to 10 cars. Affected employes are being offered severance pay or cash plus guarantees of other jobs for 5 years.

PITTSBURGH'S two remaining inclines seem to have a bright future, even under the bus-oriented Port Authority of Allegheny County (PAT). The Monongahela Incline line, now in its 96th year, saw closed-circuit television installed in its control room on Grandview Avenue at the top of Mt. Washington. A single attendant up there now runs the incline cars. TV panels cover the loading at the bottom of the incline. Through a microphone, the attendant can give instructions, if necessary, to passengers at the bottom.

Another incline, now operated by the Society for the Preservation of the Duquesne Heights Incline, is also one of PAT's functions. Having been saved a few years prior to the Authority's takeover. The Society pays $1 a year rental for running the incline.

According to Jim Cerny of Pittsburgh, Pa., the Duquesne Heights line carried 255,000 riders in 1965, a 19 percent increase over the prior year.

RELATIVE merits of the Sky-bus system that was operated experimentally in Pittsburgh's South Park last year are commented upon by Felix E. Reifschneider, P.O. Box 88, Fairton, N.J. Comparing the Sky-bus cars with the Birney trolleys that also were placed on the market as a sample of compact, lightweight, transit equipment almost a half-century before, Felix remarks:

"The Pittsburgh cars are 30 ft. long and weigh 18,000 pounds while the oldtime Birney was 28 feet long and weighed 16,000 pounds. Not much progress there. I suppose much of the extra weight is in the guidance system. Rubber-tired vehicles don't save weight. Even in buses, the weight comparison shows little progress. The Birney could have been built lighter today, with modern metals in the car body and modern motors."

THE ORIGINAL Westinghouse motor, built to power Montgomery's first trolley line in 1886, remains on public display, almost unnoticed today, on the campus of the University of Alabama, soaking up rain, wind, and summer heat with little evidence of deterioration. The existence of this historic equipment was brought to our attention by Alvin Hudson, 3401 8th Ave., S., Birmingham, Ala. 35222.

Delivered for the original Van Depoele trolley installation that began running in Montgomery on March 25, 1886, it motivated the trolley line and supplied electricity to that city for many years. Eventually it was replaced and sold to the Gulf States Steel Co. of Gadsden, Ala., which in 1935 realized its value as a relic and gave it to the University for laboratory use.

Its weight of 10 tons prevented laboratory use, so the University placed it outside Comer Hall, the engineering building then, where it stands today.

HEAVY snow last winter harrassed the Philadelphia Suburban Transportation Company's Norristown Division. The 3 trolley lines to Media, Sharon Hill, and Ardmore kept running. On the Ardmore line, which PST wants to abandon, trolleys were the only public transportation available in the area, with cars on 15-minute headways. The older 80-series cars and the center-door heavyweights provided all the service in deep snow, writes Andrew Maginnis, 38 Harvey St., Philadelphia.

The Norristown line was immobilized nearly 24 hours. It all started when the "pickle train" crews were snowed in at home and had trouble getting to work in the morning. This train, consisting of freight motor 402 and flatcar

Old Denver & Intermountain Railroad trolley car No. 24 at Golden, Colorado.
Photo by Stephen D. Maguire

406, carries an alcohol-glycerine mixture that it sprays on the third rail to prevent icing. It got too late a start. Plow No. 10 became disabled at Villanova Jct., due to loss of power by excessive icing of the third rail, and then the pickle train also got stuck.

Three passenger cars were stalled between Norristown and Bryn Mawr. On cars 161 and 170 the passengers were stranded for over 12 hours in a Bryn Mawr drift. A local delicatessen sent them coffee and sandwiches.

LAKE STREET line of the Chicago Transit Authority is being speeded up by installation of a new on-board electronic train-control system that uses high-frequency track circuits to carry information and instructions directly to the train motorman. This eliminates wayside signals and insulated joints along the track. It is the first time such equipment has been installed on a rapid transit line in the U.S.

Instead of looking for *stop* and *go* track signals, motormen find such commands appearing on a console inside the cab. In addition, the maximum safe operating speeds are continuously displayed. Failure to adhere to them causes the automatic control system to stop the train.

News from Overseas

DETAILS of the new "silver" trains now on order for the Victoria Line are announced by London Transport in England. They have "wrap-round" wind screens to the driver's cab and double-width double-glazed windows in the passenger sections. Glass in the sliding doors is carried up high enough for standing passengers to see station names without stooping.

The trains, all of 8 cars, will be fitted for automatic operation by impulses picked up from the track. Each will have a one-man crew—a train operator—who in normal service operation will open and shut the doors and press starter buttons when leaving stations. The cars will also have rheostatic braking, the first large-scale use of electrical resistance braking by London Transport.

COLOGNE Cathedral, the glory of German Gothic architecture, is being threatened by the construction of a subway in Cologne. One tunnel will pass close to the north wall of the cathedral which is more than six centuries old.

Because the tunnel will be several feet below the foundations of the building, there is some concern that any cave-in would buckle the foundations of the old edifice.

ROTTERDAM, like most of the Netherlands, is at, near, or below sea level. The construction of its subway has been an unusual feat.

To bore a hole, as in New York or London, was out of the question. To pump the ground dry was mechanically possible, but unacceptable. Rotterdam's older buildings, which stands right on the subway's route, are built on wooden piles that would rot and crumble if they were not kept wet.

So Rotterdam dug a ditch, shored up its sides with steel, and filled it with water. Two drydocks were built in the channel. Double-tube sections of tunnel, and even the stations, were prefabricated three, then floated up and down the channel and sunk into place.

The project is a 3.7-mile line of subway and elevated railway connecting the central railroad station and the commercial northern half of the city with the docks and residential area.

Firm planning for the project began in 1958. Digging started in 1960. The tunnel is in. Finishing, wiring, and rails are under way. Trains are scheduled to run by the end of next year.

This is only the beginning. While laying this north-south line, Rotterdam has also put in a second station crossways at one downtown intersection to serve a planned east-west line. Ultimately, the builder believes the city will need a network of 35 miles.

Rotterdam toyed with the idea of adapting its existing street cars to a partly underground system, as Brussels has done. It would have cost less, but was ruled out in favor of a combined subway and elevated that would be off the streets altogether. This news comes from *The New York Times.*

New Electric Publications

***Staten Island Rapid Transit*, 79 pages, 6x9″ illustrated, has a soft cover and staple binding. Published by Silver Leaf Publications, 557 Ocean Parkway, Brooklyn, N.Y. 11218, it sells at $1.25. Thus the long-neglected Staten Island line has finally found an author.**

This history of the 106-year-old railroad contains much information not

New type of "silver" trains, fitted for automatic operation, have been ordered for the Victoria line of London, England.
© London Transport Board

Rotterdam's first little tram, now a venerable museum piece, was pulled out of retirement for exhibition runs in 1965.
Press and Information Services, Town Hall, Rotterdam, The Netherlands

generally known. SIRT was a separate steam road long before it became part of the Baltimore & Ohio but was forced into bankruptcy in 1871 when one of its ferryboats to New York blew up, killing 66 passengers. Again in 1895 it went broke, this time due to competition by Staten Island trolley lines. B&O has owned it since 1889.

Rapid Transit in the Cleveland Area, 48 pages, 8x11½", boasts 4 excellent full-page, color photos and a soft cover with staple binding. Price is $2.50 from Silver Leaf Publications (above). This is a special printing of the introduction and second section of the CERA annual book, *Electric Railways of Northeastern Ohio*, which we reviewed last January. These portions cover traction lines in and around the City of Cleveland and suburban Shaker Heights.

Rapid Transit Car and Layout Design Booklet No. 3, 32 pages, 6x9", also has staple binding. Price 60¢ from Silver Leaf Publications (above). Originally issued for the 1964 NMRA modeler's Convention in Philadelphia, this booklet presents photos of rapid transit lines, mostly in New York area. It is aimed primarily at landscape modelers of rapid transit lines.

Boston's Dallas Cars, 7 pages, 8½x11", illustrated, likewise has staple binding. Published by Boston Street Ry. Assn., P.O. Box 102, Cambridge, Mass., it sells at $1. It covers briefly the 25 PCC cars that Boston MTA purchased from Dallas, Texas, in 1958 and '59.

Canadian Pacific Electric Lines: the Lake Erie & Northern and the Grand River Railway, is an 8-page folder, 8½x11", with photos, roster, two drawings, and short history of both of these interurban roads that the CP controls. This is the Dec. '65 *Bulletin* of Upper Canada Ry. Society, Box 122, Terminal A, Toronto, Ont. Canada. Price, 50¢.

Illinois Railway Museum, Box 165, Union, Ill. 60180, offers a copy of its 1966 calendar, 9x12" featuring Shay locomotive photo, free to anyone sending a dime to cover mailing costs. ●

Old Indiana Railroad passenger terminal in Fort Wayne, Indiana, 37 years ago.
C. William Jernstrom, 822 Pelham Drive, Fort Wayne, Ind. 46805

Dave Bunge, 1421 Cardwell Sw. South, Columbus, Ohio 43224
Pupils at Ohio Railway Museum in Worthington, Ohio, are leaving ex-Kansas City car 472 to ride ex-Illinois Terminal PCC 450. In background is ex C&LE No. 119.

Fiction Story by FRANK L. PACKARD

The Night Operator

AT FIRST he wasn't exactly a railroad man. He wasn't a man at all; he looked like young Mickey Rooney and his name was Christopher Hoogan. On the kid's first run as a news butcher, the beady-eyed conductor glanced at him and said, "Toddles," short-like, and that settled the matter so far as the Hill Division was concerned.

You'd have to see his little figure coming down the aisle of a wooden-bodied car to get him at all. He wore a blue uniform with silver buttons and a peaked cap and he had a regular run, but his pay checks, plus commissions, came from the Union News Company, down East, that had the railroad concession. He stacked up about the height of the red plush car seats as he hawked his wares along the aisles.

Cap, buttons, magazines, fruit, candy, peanuts—these items constituted Chris Hoogan. In retaliation for the nickname Toddles, he called his conductor "Hawkeye." The big guy nagged the newsboy every chance he got and, being the skipper, had a good many chances. Hawkeye thought he got plenty of fun out of the lad, only his idea of fun wasn't Chris's idea at all.

Other fellows landed real jobs, planted their feet on the ladder as callboys or in the roundhouse. All that Toddles got from the brass collars was a grin. At the division point, Big Cloud, he pestered everybody for a railroad job. He pestered Carleton, the division superintendent. He pestered Tommy Regan, the master mechanic, and Bob Donkin, the night dispatcher—in deadly earnest—and got a grin. But Chris Hoogan, for all his small size, had the strength of a young ox and he used it with black and bloody effect on the eyes and noses of callboys and the rest of the younger element who called him Toddles.

NUMBER 83, the regular run of Hawkeye and Toddles, scheduled Big Cloud eastbound at 9:05; and on the night the story opens they were about an hour away from the little mountain town as the news butcher, his basket of edibles and literature in the crook of his arm, halted in the forward end of the second-class smoker to examine the fistful of change that he dug out of his pants pocket with his free hand.

He was in a bad humor. Somebody had stuck him with a lead quarter. It wasn't so much the quarter—though Toddles' pay wasn't large—his pride had been touched. Not often did anyone put lead money over on him. His mind harked back along the aisles of the cars behind him. He had made only two sales that round, changing a quarter each time. Once for the pretty girl with blue eyes and a big picture hat, who had giggled when she bought a package of chewing-gum, and then for the drunk, with the three-carat diamond tie-pin in the parlor car to whom he had sold a cigar.

Toddles thought it over, decided not to have a fuss, and went on into the combination baggage and express car. Here, just inside the door, stood the Union News Company's chest where he kept his wares. He lifted the lid and his eyes shifted slowly. Things were going badly that night.

There were four men in the car: Bob Donkin, the night dispatcher coming back from a holiday trip somewhere up the line; Mr. MacNicoll, the baggage-master; Mr. Nulty, the express messenger, and Hawkeye.

Toddles' inventory of the chest had been hurried but intimate. A small bunch of six bananas was gone, and the skipper was munching them unconcernedly. It wasn't the first time the big, hulking, six-footer had pilfered the boy's chest without paying. That was Hawkeye's idea of a joke. He was talking to Nulty, elaborately simulating ignorance of the news butcher's presence, while talking about Toddles.

"Sure," said Hawkeye, his mouth full of bananas, "he'll be a great railroad man some day! He's only selling peanuts now till he grows up and—"

Toddles put down his basket and faced the conductor. "You pay for those bananas," he said.

"When'll he grow up?" continued Hawkeye, peeling more fruit. "I don't know; you've got me. Have a banana?"

He offered one to Nulty, who refused it.

"You pay me, you big stiff!" Toddles cried belligerently.

Hawkeye moved his head slowly, shifting his beady black eyes to Toddles. Then he turned with a wink to the other men, and for the first time in two years he offered payment. Fishing into his pocket, he handed Toddles a twenty-dollar bill with a pompous flourish.

"Take fifteen cents out of that," he said, with no idea that the boy could change the bill.

For a moment Toddles glared at the yellowback. Then came a thrill of unholy glee. He could just about make it; business had been pretty good that day. The kid went back to his chest and his reserve fund, counted out eighteen dollars in bills, made a neat pile of four quarters—the lead one on the bottom—another neat pile of the odd change, and returned to Hawkeye. That lead coin wouldn't go far toward liquidating Hawkeye's long-standing indebtedness but it would help some.

The conductor counted the change carefully and crammed it into his pocket. Then he took up his lantern and started through the train to pick up fares from the last stop. In due course he halted before the inebriated one with the glittering tie-pin in the smoking compartment.

"Ticket, please," said Hawkeye.

"Too busy to buysh ticket," the man informed him. "Whash fare Loon Dam to Big Cloud?"

"One-fifty," said Hawkeye curtly.

The man produced a roll of bills and extracted a two-dollar note. Hawkeye handed him back two quarters and started to punch a cash-fare slip. He looked up to find the man holding out one of the quarters insistently, if somewhat unsteadily.

"What's the matter?"

"Bad," said the man.

A drummer seated across the aisle grinned. An elderly gentleman, from a magazine, looked up inquiringly over his spectacles.

"Bad?" Hawkeye focused his lamp on the coin. Then he leaned over and rang it on the window sill, only it wouldn't ring. It was indubitably bad.

The man rolled an eye at the conductor that mingled a sudden shrewdness and anger. Hawkeye ungraciously pocketed the lead piece and handed over another quarter.

The inebriated one smirked. "Shay, conductor, I don't like you. You thought I was—hic!—s'drunk I wouldn't know, eh? Thash where you fooled yerself!"

"What do you mean?" Hawkeye bridled virtuously for the benefit of the other passengers.

"Same ol' quarter," said the alcoholic, "back again. Great system, peanut boy, conductor—hic! Pass it off on one, other passes it off on someone else."

"Oh, you did, did you!" snapped Hawkeye ominously.

"Sure," said the man.

Hawkeye was mad. "Since it came from you, you'll take it back!" He dug into his pocket for the lead piece.

"Not—hic!—on your life!" said the man earnestly. "You hang onto it, old top. I didn't pass it off on you. Just go 'way!"

Hawkeye stalked out of the parlor car in a rage. The drummer's guffaw followed him. There was even a chuckle from the elderly party with the magazine and spectacles.

As Hawkeye made his way forward through the train he grew madder still. The only question was whether or not that damned news butcher had put the counterfeit coin over on him knowingly and with malice aforethought.

TODDLES, equipped for another excursion through the train with a stack of magazines and books that almost hid him, received a sudden and vicious clout on one ear.

"Try tricks on me, will you?" Hawkeye snarled. "Lead quarter, eh?" Another clout. "I'll teach you . . ."

The stack of carefully balanced periodicals went flying over the floor. But with the clouts came memories of nearly a year of nagging and bullying. Toddles was a fighter. And his cause was just.

Two legs and one arm he twined and twisted around the conductor's legs. The other arm, with a hard and knotty fist, caught his tormentor a wicked jab in the region of the bottom vest button. The brass button peeled the skin of Toddles' knuckles, but the jab doubled the conductor forward.

Hawkeye's lantern sailed upward, crashed into the center lamps in the ceiling, and dropped in a shower of tinkling glass, dripping oil, and burning wicks.

Mr. Nulty, the express messenger, yelled, but the news butcher hung on. Hawkeye was bawling fluent profanity and seeing red. The kid had his own plan of battle. He was waiting for an extra heavy lurch of the car.

It came. For an instant across the car they tottered. Hawkeye staggered in an effort to maintain his equilibrium and then fell down on a crate of eggs, thirty dozen of them at forty cents a dozen.

Toddles, over his rage, had a sickening sense of disaster, but still he clung; he didn't dare let go. Hawkeye's fists were going like a windmill and his threats were terrifying.

And now they rolled over, with Toddles underneath, and suddenly a hand locked on his collar and he was yanked, terrier-fashion, to his feet.

His face white and determined, his fists doubled, Toddles waited for his opponent to get up. He hadn't long to wait. Hawkeye lunged up, draped in the broken crate. The road always prided itself on the natty uniforms of its train crews, but Hawkeye wasn't dressed in uniform then—mostly egg yolks. He made a dash for Toddles, but Bob Donkin, the night dispatcher, stood between them.

"Cut it out!" said Donkin coldly, pushing Toddles behind him. "You asked for it, Reynolds, and you got it. Now cut it out!"

Inasmuch as Donkin, too, was a big man, Hawkins subsided, but reluctantly. They put the fire out with hand extinguishers before it did any real damage. It was so bad, though, that they couldn't hide it when they got into Big Cloud.

HAWKEYE and Toddles were called on the carpet next morning in the super's office. Carleton reached for a match and clamped his lips on the amber mouthpiece of his brier pipe while stumpy, big-paunched Tommy Regan, the master mechanic, looked out of the window to hide a grin as the two culprits came in and ranged themselves in front of the super's desk.

Hawkeye, more than six feet and two hundred pounds, was followed by Toddles, mostly cap and buttons and practically no weight at all.

Superintendent Carleton didn't ask many questions. He'd already asked them of Bob Donkin, and the night dispatcher hadn't gone out of his way to whitewash the conductor. Carleton was a strict disciplinarian. He said what he had to say, and quietly; but he meant to let the conductor have the worst of it, and he did.

Picking on a youngster didn't appeal to Carleton, and before he was half through he had the big conductor squirming. Hawkeye had looked for something else. He had not expected a galling impartiality that put himself and a news butcher on the same level.

"There's a case of eggs," said Carleton at the end. "You can divide the damage between you. And I'm changing your runs, unless you know some good reason why I shouldn't."

He waited for an answer. Hawkeye, towering, sullen, his eyes resting bitterly on Regan, having caught the master mechanic's grin, said nothing. Toddles, whose head barely showed over the top of the superintendent's big oak desk, was equally silent.

"Very good," said Carleton. "I'll change your runs, then. I can't have you two men brawling and prizefighting every trip."

A sudden coughing from the window sounded like Regan trying hard to control himself. Hawkeye's face went black as thunder.

Carleton's face was blank. "You can go now, both of you."

Hawkeye stamped out and down the stairs, but Toddles stayed.

"Please, Mr. Carleton, won't you give me a job on . . ."

Toddles after a job was something that Regan's experience had taught him to fly from without delay. He hurried from the room.

Toddles watched him go, rather reproachfully. Then he turned to the super. "Please give me a job, Mr. Carleton."

It was only yesterday on the platform that Toddles had waylaid him with the same demand, and about every day before that as far back as Carleton could remember. Toddles said it parrot-fashion now. The official took refuge in severity.

"See here, young man, you were brought into this office for a reprimand and not to apply for a job. You can thank Mr. Donkin that you haven't lost the one you've got. Now get out!"

TODDLES' heart was heavy as he stepped out into the hall. He was seventeen now and it looked as though he'd never get a chance except to be a news butcher all his life. He loved railroading. If only he could get a chance, he'd show them. He turned at the head of the stairs to go down, when somebody called his name.

"Here, Toddles! Come here!"

The youth looked over his shoulder, hesitated, then marched in through the open door of the dispatchers' room. Bob Donkin was alone there.

"What's your name, Toddles?" inquired Donkin, as the boy halted before the dispatcher's table.

"Christopher Hoogan."

Donkin asked pleasantly: "Was the super hard on you this morning, Hoogan?"

Toddles' heart went out to the big dispatcher. "Hoogan" and a man-to-man tone!

"I thought you was on the night trick," said the kid.

"Double shift, short-handed," Donkin responded briefly. "Come from New York, don't you?"

"Yes," said Toddles.

"Are your mother and father down there still?"

Toddles stared for a moment. "I haven't got any," he said.

There was no sound for an instant save the clicking of the instruments, then Donkin picked up the conversation again.

"When," he asked gruffly, "will you quit making an ass of yourself?"

"You go to hell!"

Toddles spoke bitterly and started for the door, but Donkin halted him.

"You're only fooling yourself, Hoogan. If you want what you call a real railroad job as much as you pretend you do, you'd get one."

"Eh?" Toddles perked up.

"A guy," said Donkin, "never got anywhere by going around with a chip on his shoulder, fighting everybody who called him Toddles, and making a nuisance of himself with the big fellows until they got sick of the sight of him."

It was a pretty stiff arraignment. The news butcher choked over it. Angry blood flushed his cheeks. "What'd *you* do, mister?"

The dispatcher continued: "They're not far wrong in sizing you up as pretty small for train crews or the roundhouse, are they?"

"No-o," Toddles said reluctantly.

"Then why not try something where there's no handicap?" suggested the dispatcher, and his hand reached out and touched the sender. "The key, for instance?"

"But I know nothing about it."

"That's just it," said Donkin, "and you never tried to learn."

The kid's eyes widened, and into his heart leaped a sudden joy. A new world opened before him in which aspiration and longing were a reality. A key! That was real railroading. First an operator, and then a dispatcher—and then his face fell.

"How can I learn?" he asked miserably. "Who'd teach me?"

Donkin pushed his chair from the table, stood up, and held out his hand in man-to-man fashion.

"I will, Hoogan. I liked your grit last night. I have some old instruments you could practice with and I've nothing to do in my spare time. What do you say?"

Toddles didn't say anything. For the first time since his advent to the Hill Division there were tears in his eyes for someone else to see.

Donkin laughed. "All right, old man, you're on. And keep your mouth shut! I'll dig up the things you'll need, and you can get them when you come off your run tonight."

SPARE time! Bob Donkin didn't have any spare time these days. But that was his way. With Spence sick and two men handling the dispatching where three had worked it before, Bob Donkin was kept uncommonly busy. But a boost for the kid was worth a sacrifice.

When Toddles left the dispatcher's office that morning he had a hazy idea that Donkin was an angel in disguise.

Bob Donkin wasn't a soft taskmaster. He had a sharp tongue. But Toddles stuck. He'd have crawled on his knees for Donkin anywhere. He worked like fury, not only for his own advancement but also for Donkin's approval.

In odd moments on his runs he studdied his Morse code. Soon he knew the "calls" of every station on the division. He mastered the "sending" by leaps and bounds; but the "taking" came slower, as it does for everybody. Even so, at the end of six weeks, if it wasn't thrown at him too fast and hard, Toddles could get it after a fashion.

Pleased with his own progress, he looked forward to starting in presently as a full-fledged operator. He mentioned the matter to Bob Donkin—once. Donkin picked his words and spoke fervently. Toddles dropped the subject. He knew just how he stood.

Late summer turned to early fall, and early fall to still sharper weather. Then came the night that Sam Beale, the operator at Blind River, muddled his orders and gave Number 73, the westbound fast freight, a clearance against the second section of the eastbound limited that doomed them to meet somewhere head-on in the Glacier Canyon.

Beale had blundered. It would have finished his railroad career, only he played the man. The instant he realized what he had done, even while the tail lights of the freight were disappearing down the track and he couldn't stop her, he was stammering the tale of his mistake over the wire to Bob Donkin, who was sitting under a green-shaded lamp in the dispatchers' room at Big Cloud, miles away.

Donkin heard the miserable story on the chattering wire. Before it was half told, he cut Beale out and began to pound the Gap call. And as though it were before him in reality, that stretch of track, the fifteen miles from Blind River to the Gap, unfolded itself like a grisly panorama before his mind.

There wasn't a half-mile of tangent on that line. It swung like the writhings of a snake, through cuts and tunnels, hugging the canyon walls, twisting this way and that. Anywhere else there might be a chance, one in a thousand even, that they would see each other's headlights in time. But here it was disaster, quick and absolute.

DONKIN'S lips were set in a thin, straight line. The Gap answered him; and the message was like the knell of doom. The second section of the limited had pulled out of the Gap, eastbound, two minutes before. The two trains were running in the open against each other's orders!

In the next room Carleton and Regan, over their pipes, were playing pedro. Donkin called them, his voice sounding strange. Chairs scraped and crashed to the floor, and an instant later the super and the master mechanic were at his side.

"What's wrong?" asked the super.

Donkin told them, his fingers on the key as he talked. There was still one tiny chance. Between the Gap and Blind River, eight miles from the Gap, seven miles from Blind River, was Cassil's Siding. But there was no night man at Cassil's, and the village stood a mile from the station.

It was ten o'clock. Donkin's watch lay face up on the table before him. The day man at Cassil's went off at seven. The very slim chance was that the day man might have come back to the station for something or other. It was a bare possibility. Donkin's fingers worked—seventeen, life and death—calling, calling on the night trick to the day man at Cassil's Siding.

Carleton stood at his elbow, with Regan on the other side. There was silence now, save only for the key. "CS-CS-CS," Donkin called; and then, "Seventeen," and then, "Hold second Number Two." And then the same thing over and over again. But no answer came.

Donkin pushed back his chair. "The second section will have passed Cassil's now," he said in a strained tone. "It'll bring them together about a mile east of there," glancing at his watch, "in another minute."

And then Carleton spoke, quick and peremptory. "Clear the line, Bob! Plug in the roundhouse for the wrecker, and tell them to send uptown for the crew."

TODDLES, since his fracas with Hawkeye, had been put on the Elk-River local that left Big Cloud at 9:45 a.m. for the run west and scheduled Big Cloud again on the return trip at 10:10 p.m.

That night had turned cold after a day of rain, and by eight o'clock a thin sheeting of ice covered everything. Very thin. You know the kind—rails and telegraph wires glistening like the decorations on a Christmas tree. Rather pretty, and also nasty running on a mountain grade.

Likewise, the rain had dripped from car roofs to platforms—the local did not boast any closed vestibules—and had blown upon the car steps and, having frozen, it stayed there. Not very serious but annoying. Demanding a little extra caution, that was all.

Toddles was in high fettle. He had been getting on famously of late. Even Mr. Donkin admitted it. His stack of literature was unusually big. A number of new magazines, including *Railroad Man's*, were out that day and Toddles had rosy dreams as he started from the door of the first-class smoker to the first-class coach. In another hour now he'd be up in the dispatcher's room at Big Cloud for his nightly sitting with Mr. Donkin. He could see Mr. Donkin there now and hear the big dispatcher growl in his bluff way: "Use your head, Hoogan!"

The dispatcher would confront him suddenly with imaginary and hair-raising emergencies, and demand Toddles' instant solution. The youth realized that Mr. Donkin was getting to the heart of things and that some day he, too, might be a great dispatcher.

Stepping out on the car platform, he walked on ice. It was treacherous running. They were nosing a curve, and the man at the throttle checked with a little jerk at the "air." And with that jerk the little news butcher slipped.

The center of gravity of his stack of periodicals shifted, bulging from the middle. Toddles grabbed at them. His heels went out from under him. He ricochetted down the steps, snatching desperately at the handrail but missing it, and shot out from the train.

Head, heels, arms, and body going every which way at once, he rolled over and over down the embankment. The right-of-way for a hundred yards was strewn with "the latest magazines" and "new books just out to-day."

Toddles lay there, a little curled, huddled heap, motionless in the darkness. The tail lights of the local disappeared. Probably no one aboard would miss him until they got into Big Cloud and found him gone.

AFTER a while he stirred and consciousness crept slowly back. Then he moved, tried to get up, and fell back with a cry of pain. He lay still, then, for a moment. His ankle hurt frightfully, and his back and his shoulder, too.

He put a hand to his face where something seemed to be trickling warm, and brought it away wet. Toddles, grim little warrior, tried to think. They hadn't been going very fast when he fell off. If they had, he might have been killed. As it was, he was badly hurt and his head swam.

Toddles shouted, again and again. Perhaps his voice was too weak to carry far. Anyway, there was no reply. He looked at the top of the embankment, clamped his teeth, and crawled up. East, down the track, only a few yards away, the green eye of a switch lamp winked at him.

A switch lamp meant a siding nearby and the promise of a station. Toddles got to his feet and started along the track—two steps—and went down again. He couldn't walk. It was easier to crawl. And so he crawled.

It took a long time even to pass the switch light. The pain made him weak. His senses trailed off giddily now and then, and he'd find himself lying flat and still beside the track. It was a white, drawn face that Toddles lifted up each time he started up again, woefully. White, except where the blood kept trickling from his forehead.

He reached the station platform, wondering vaguely why the small building was dark. Now he recognized it, Cassil's Siding. There was no night man at Cassil's Siding. The switch lights had been lit before the day man left, of course. Everything swam before the kid's eyes. There was no help here. He squirmed along the platform and reached the door finally, only to find it shut and fastened. And then he fainted on the threshold.

When Toddles came to himself again, he thought he was up in the dispatcher's room at Big Cloud with Mr. Donkin pounding away on the battered old key they used to practice with—only there seemed to be something the matter with the key. It didn't sound as loud as it usually did but seemed to come from a long way off.

Besides, the dispatcher was working it faster than when they were practicing. "Hold second"—second something, Toddles couldn't make it out. Then "Seventeen." Yes, he knew that; it was the life and death. Mr. Donkin was going pretty quick, though.

Then "CS-CS-CS." Toddles' brain fumbled a bit over that. At length it came to him. CS was the call for Cassil's Siding.

A LITTLE cry burst from his lips and his brain cleared. He wasn't at Big Cloud at all. He was at Cassil's Siding, and hurt, and that was the sounder inside calling frantically for Cassil's Siding.

Toddles wriggled to the window. It, too, was closed, but he could hear better there. The sounder was still babbling madly.

"Hold second—"

He missed it again. On top of it, the "Seventeen," came pleading and he wrung his hands. This time he got it.

"Hold second Number Two."

Toddles' first impulse was to smash in the window and reach the key. And then, like a dash of cold water, Mr. Donkin's words seemed to ring in his ears, "Use your head!" The order said, "Hold second Number Two." That was the second section of the limited, eastbound.

Hold her! But how? There was not a thing to stop her with.

Toddles looked up the track to the switch light that showed green. With a little sob he dragged himself back along the platform. If he could throw the switch, it would turn the light from green to red, and the limited would take the siding. But the switch was a long way off!

On he went, up the track; and the green eye of the lamp, winking at him, drew nearer. And then suddenly, clear and mellow through the mountains, came the notes of a chime whistle ringing down the gorge.

That was the limited! His fingers dug into the ballast and, in bitter pain, he tried to crawl faster. And as he crawled, his eyes strained up the track. She wasn't in sight around the curve. Not yet, anyway.

He flung himself at the switch lever and tugged it. But then every ounce of strength seemed to ooze from him. It was padlocked!

Came a rumble now, a distant roar, growing louder and louder, reverberating down the canyon walls. Louder and louder, nearer and nearer. "Hold second Number Two." Well, she was coming now, but the switch was locked. Deadly nausea racked Toddles again. "Use your head!" snapped Mr. Donkin's voice to his consciousness.

TODDLES eyed the light above his head. It blinked red at him as he stood on the track facing it. The green rays were shooting up and down the line. He couldn't swing the switch, but the lamp had a red side to show just by turning it. He remembered then it fitted into a socket at the top of the switch-stand, and could be lifted off—if only he could reach it in time.

It wasn't very high for an ordinary-sized man, but Toddles wasn't ordinary-sized. Gritting his teeth, he climbed upon the base of the switch, and nearly fainted as his ankle swung against the rod. Just above the base was a foot rest for a man to stand on and reach up for the lamp. Toddles drew himself up and got his foot on it, but at his full height the tips of his fingers only just touched the bottom.

The news butcher cried aloud, tears streaming down his face now. Oh, if he weren't hurt—if only he could shin up another foot! But it was all he could do to hang there where he was.

Up the track, sweeping in a great circle as it swung the curve, a headlight's glare cut through the night. Toddles "shinned" the foot. He tugged and tore at the lamp, loosened it, lifted it from its socket, and sprawled and wriggled with it to the ground. Then he turned the red side of the lamp against second Number Two.

Quick, short blasts of a whistle answered, followed by the crunch and grind and scream of biting brakeshoes. The big mountain racer, the 1012, pulling the second section of the limited that night, stopped with her pilot nosing a diminutive figure in a torn and silver-buttoned uniform, whose face was covered with blood and dirt.

The engineer and fireman swung from the gangway. The conductor came running up from the forward coach, shoved his lamp into Toddles' face, and whistled low under his breath.

"Toddles! What's wrong?"

"I don't know," gasped the boy. "There's—there's, something wrong Get into the clear—on the siding!"

"Something wrong," repeated the conductor, "and you don't—"

The engineer cut the skipper short with a grab at his arm and bolted for the engine like a gopher for its hole. From down the track came the heavy, grumbling roar of a freight. Everybody flew then. There was quick work done in the next half minute. The limited had just pulled into the siding when the fast freight, a long string of flats, boxes, and gondolas, went thundering by, trailing a grayish fleecy smoke plume.

And while she passed, Toddles, on the platform, stammered out his story to the kindly, white-haired conductor. The latter didn't say anything, then. With the express messenger and a brakeman carrying Toddles, he kicked in the station door and set his lamp down on the operator's table.

"Hold me up," said Toddles, and as they held him he called the dispatcher. Big Cloud answered on the instant. Haltingly, Toddles reported the second section "in" and the freight "out," only he did it very slowly. He couldn't think much more, for things were going black. He got an order for the limited to run to Blind River and told the conductor, and got the "complete."

Then Big Cloud asked who was on the wire. Toddles answered in a mechanical sort of a way, without quite knowing what he was doing, and fell limp into the conductor's arms.

BACK in Big Cloud the master mechanic, Regan, with sweat still standing out on his forehead, glared over Donkin's left shoulder, as the dispatcher's left hand scribbled on a pad what was coming over the wire.

"Who in hell's Christopher Hoogan?"

Bob Donkin's lips had a queer smile as he said, "Toddles."

"What?" demanded the super.

"Toddles," Donkin repeated. "I've been trying to drum a little railroading into him—on the key."

"But—but what's he doing at Cassil's Siding? How'd he get there, h'm? How'd he get there?"

"I don't know," said Donkin, his fingers rattling the Cassil's Siding call again. "He doesn't answer any more. We'll have to wait till they make Blind River, I guess."

And so they waited. And presently at Blind River, the conductor, dictating to the operator, told the story. It lost nothing in the telling. He told them what Toddles had done, adding that they had the lad on a mattress in the baggage car in a doctor's care.

Superintendent Carleton turned to Bob Donkin. "Has the kid got along far enough to take a station key somewhere? He seems to have done pretty well as the night operator at Cassil's."

"Not yet," said Donkin.

"No? Well, let him come in here with you till he has. When you say he's ready, we'll see what we can do. I guess it's coming to him. And I guess" —he glanced at Regan—"we'll go down now and meet Number Two." ●

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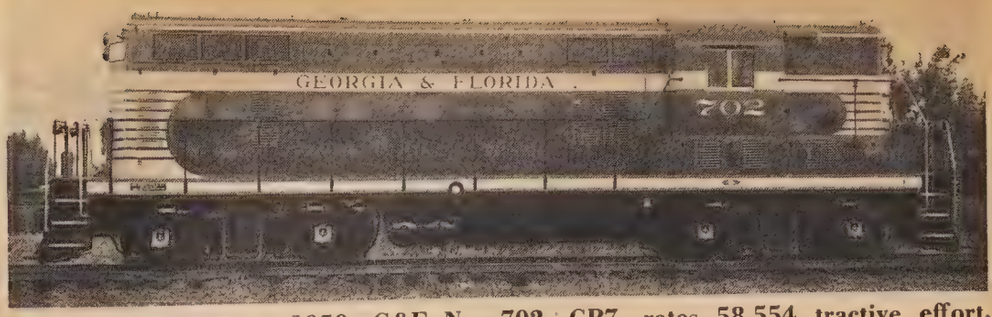

Built by GM-EMD in 1950, G&F No. 702, GP7, rates 58,554 tractive effort.

Shortlines of South Carolina

Locomotive rosters compiled by Sy Reich

Carolina & Northwestern Railway

Road Numbers	HP	Builder	Bldrs. Model	Wheel Arng.	Tractive Effort	Weight	Date	Notes
1-4	1500	Alco-GE	RS-2	B-B	56,600	226,300	1948	
5-8	1600	Alco-GE	RS-3	B-B	59,230	236,900	1950	
9	1600	Alco-GE	RS-3	B-B	61,690	246,760	1951	
10	1600	Alco-GE	RS-3	B-B	61,025	244,100	1953	
11	1800	Alco Pr.	RS-11	B-B	60,700	242,800	1956	

Carolina Western Railroad

Owns one unit, the specifications of which are unknown to us.

Charleston Union Station Company

This company owns no equipment.

Clinchfield Railroad

200	1500	GM-EMD	FP7A	B-B	?	?	1952	
350-355	1200	GM-EMD	SW7	B-B	?	?	1950	
800-805	1500	GM-EMD	F3A	B-B	?	?	1948-9	1
806-814	1500	GM-EMD	F7A	B-B	?	?	1951	1
815-820	1500	GM-EMD	F7A	B-B	?	?	1952	
821	1500	GM-EMD	F7A	B-B	?	?	1949	2
822	1500	GM-EMD	F7A	B-B	?	?	1950	2
823	1500	GM-EMD	F7A	B-B	?	?	1951	3
850-852	1500	GM-EMD	F3B	B-B	?	?	1948-9	
853	1500	GM-EMD	F7B	B-B	?	?	1949	
854-860	1500	GM-EMD	F7B	B-B	?	?	1951	
861-863	1500	GM-EMD	F7B	B-B	?	?	1952	
864-868	1750	GM-EMD	F9B	B-B	?	?	1955	
869	1500	GM-EMD	F7B	B-B	?	?	1950	5
900-911	1500	GM-EMD	GP7	B-B	?	?	1950	
912-916	1500	GM-EMD	GP7	B-B	?	?	1952	
917-918	1750	GM-EMD	GP9	B-B	?	?	1956	
919	1500	GM-EMD	GP7	B-B	?	?	1950	6

Columbia, Newberry & Laurens Railroad

100-102	1500	GM-EMD	GP7	B-B	59,000	240,000	1950	7
103-104	1500	GM-EMD	GP7	B-B	59,000	240,000	1951	7

Columbia Union Station Company

This company owns no equipment.

Edgmoor & Manetta Railway

Owns one unit the specifications of which are unknown to us.

Georgia & Florida Railway

70-72	600	GM-EMD	SW1	B-B	49,500	198,000	1950	
73	600	GM-EMC	SW	B-B	?	?	1937	8
81	800	FM	?	A1A-2	?	?	?	9
91	900	GM-EMC	NW1	B-B	?	?	1937	10
701-706	1500	GM-EMD	GP7	B-B	58,554	240,000	1950	
801	1350	GM-EMD	FTA	B-B	?	?	1941	11

Greenville & Northern Railway

70	600	GE	70-ton	B-B	35,000	140,000	1948	
75	600	GE	70-ton	B-B	35,000	140,000	1951	12
78	400	GE	44-ton	B-B	22,000	88,000	1951	13

Hampton & Branchville Railroad

?	?	GE	44-ton	B-B	22,000	88,000	1951	14

Owns four other units, specifications of which are unknown to us.

Lancaster & Chester Railway

Owns three units, the specifications of which are unknown to us.

North Charleston Terminal Company

This company owns no equipment.

Pickens Railroad

2	660	Baldwin	VO 660	B-B	59,700	198,500	1945	
3-4	600	GM-EMC	SW	B-B	50,575	200,000	1939	15

Piedmont & Northern Railway

1000-1005	1000	Alco	S4	B-B	69,000	240,000	1954	
1600-1609	1600	Alco-GE	RS-3	B-B	61,300	245,200	1950	

Rockton & Rion Railway

Owns two units, the specifications of which are unknown to us.

Ware Shoals Railroad

Owns one unit, the specifications of which are unknown to us.

South Carolina Notes

Roster based on data from Pickens general manager, ACL asst. vice president—equipment, Clinchfield general manager, SOU asst. v.p., and G&N general manager, and is accurate as of the first quarter, 1966.

For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route mileage less than 400. Locomotive builders: Alco-GE, American Locomotive Co.-General Electric Co.; Alco Pr., Alco Products; GM-EMD, General Motors, Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; FM, Fairbanks-Morse; GE, General Electric Co.; Alco, American Locomotive Co.

(1) Clinchfield 800-804 upgraded to F7A. Nos. 800-804 upgraded to F7A. Nos. 805-806 rebuilt to F9A.

(2) Clinchfield 821, 822 were originally Nashville, Chattanooga & St. Louis 814, 822, then Louisville & Nashville 1814, 1822, then Clinchfield 821, 822.

(3) Clinchfield 823 was originally L&N 914, then Clinchfield 823.

(4) Clinchfield 850-852 were upgraded to F7B.

(5) Clinchfield 869 was originally NC&StL 918, then L&N 1918, then Clinchfield 869.

(6) Clinchfield 919 was originally NC&StL 753, then L&N 1753, then Clinchfield 919.

(7) CN&L 100-104 are leased to Atlantic Coast Line. 103 has been renumbered ACL 1103.

(8) G&F 73 was originally Elgin, Joliet & Eastern 207. Scrapped in 1964.

(9) G&F 81 was originally Southern 41, then G&F 81, a train consisting of a power unit and 2 coaches. Scrapped in 1964.

(10) G&F 91 was originally EJ&E 400, then G&F 91. Scrapped in 1964.

(11) G&F 801 was originally Cincinnati, New Orleans & Texas Pacific 6105, then G&F 801. No longer on the roster.

(12) G&N 75 was originally G&N 75, then Montpelier & Barre 24, then Greenville & Northern 75.

(13) G&N 78 was originally Suncook Valley 3, then Sanford & Eastern 18, then G&N 78, then Claremont & Concord 17.

(14) H&B ? was sold to Alexander RR., renumbered 3.

(15) Pickens 3 was originally Union Terminal Ry. 5, then St. Joseph Belt 5, then Missouri Pacific 6005, then Pickens 3. Pickens 4 was originally MP 9002, then St. Joseph Belt 2, then St. Joseph Belt 11, then MP 6007, then Pickens 4. •

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Track workers create new avenue for timber trains in West Virginia, with Phil Ronfor, railroad artist, observing closely from the flatcar. Photo (c) by John Krause from new book, *Rails Through Dixie*, by Krause and H. Reid, reviewed in this magazine last month.

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Canadian Pacific Railway

Locomotive roster compiled by Sy Reich

Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
HS-5a	10-11 (1st)	500	CLC	44 ton	B-B	26,400	88,000	1956	1
HS-5a	10-11 (2nd)	500	CLC	44 ton	B-B	26,400	88,600	1957	
HS-5b	12-16	500	CLC	44 ton	B-B	26,400	88,600	1958	
HS-5c	17-18	500	CLC	44 ton	B-B	26,400	88,400	1959	1
HS-5d	19-23	500	CLC	44 ton	B-B	26,400	88,500	1960	
SB-10a	B100-B101	——	MCGE	E-1800-A	B-B	59,875	239,500	1951	
SB-10b	B102-B103	——	MLW	E-1800-A	B-B	57,500	230,000	1957	
DPA-15a	1400-1404	1500	GMD	FP7A	B-B	65,750	263,000	1953	2
DPA-17a	1405-1415	1750	GMD	FP9A	B-B	64,750	259,000	1954	
DPA-15b	1416-1421	1500	GMD	FP7A	B-B	64,875	259,500	1952	3
DPA-15c	1422-1431	1500	GMD	FP7A	B-B	65,450	261,800	1952	4
DPA-15d	1432-1434	1500	GMD	FP7A	B-B	64,875	259,500	1951	5
DPA-22a	1800-1802	2250	GM-EMD	E8A	A1A-A1A	55,022	330,500	1949	
DPB-17a	1900-1907	1750	GMD	F9B	B-B	63,750	255,000	1954	6
DPB-15a	1908-1911	1500	GMD	F7B	B-B	63,575	254,300	1951	7
DPB-15b	1912-1919	1500	GMD	F7B	B-B	63,375	253,500	1952	8
DFA-15a	4000-4007	1500	Alco-GE	FA-1	B-B	62,925	248,100	1949	9
DFA-15b	4008-4027	1500	MCGE	FA-1	B-B	62,250	249,000	1950	9
DFA-15c	4028-4037	1500	GMD	FP7A	B-B	65,000	260,000	1950	10
DFA-15d	4038	1500	GMD	FP7A	B-B	63,875	255,000	1951	
DFA-15d	4039-4041	1500	GMD	FP7A	B-B	64,875	259,500	1951	5
DFA-16a	4042-4051	1600	MCGE	FA-2	B-B	62,150	248,600	1951	11
DFA-16b	4052-4053	1600	CLC	CPA 16-4	B-B	67,000	268,000	1952	
DFA-16b	4054-4055	1600	CLC	CPA 16-4	B-B	67,000	256,700	1952	
DFA-16b	4056	1600	CLC	CPA 16-4	B-B	67,000	268,000	1952	
DFA-16b	4057	1600	CLC	CPA 16-4	B-B	67,000	262,800	1952	
DFA-15e	4058-4063	1500	GMD	FP7A	B-B	64,875	259,500	1952	3
DFA-16c	4064-4065	1600	CLC	CPA 16-4	B-B	63,625	254,500	1951	12
DFA-15f	4066-4075	1500	GMD	FP7A	B-B	64,450	261,800	1952	4
DFA-16d	4076-4081	1600	CLC	CFA 16-4	B-B	64,425	257,700	1953	13
DFA-16e	4082-4083	1600	MCGE	FPA-2	B-B	65,550	262,200	1953	
DFA-16e	4084-4093	1600	MCGE	FA-2	B-B	64,850	259,400	1953	
DFA-16f	4094-4097	1600	MCGE	FPA-2	B-B	65,550	262,200	1953	
DFA-16f	4098	1600	MCGE	FPA-2	B-B	64,800	259,200	1953	14
DFA-15g	4099-4103	1500	GMD	FP7A	B-B	65,750	263,000	1953	2
DFA-16g	4104	1600	CLC	CPA 16-4	B-B	64,000	256,000	1954	
DFA-16g	4105	1600	CLC	CPA 16-4	B-B	66,500	266,000	1954	
DRF-24a	4200	2400	MLW	DL-640-A	B-B	64,500	258,000	1963	15, 16
DRF-24b	4201-4232	2400	MLW	DL-640-A	B-B	54,500	258,000	1965	16, 17
DRF-24c	4233-4248	2400	MLW	DL-640-A	B-B	54,500	258,000	1965	18
DFB-15a	4400-4403	1500	Alco-GE	FB-1	B-B	61,975	247,900	1949	19
DFB-15b	4404-4423	1500	MCGE	FB-1	B-B	62,075	248,300	1950	19
DFB-15c	4424-4437	1500	GMD	F7B	B-B	62,250	249,000	1951	8, 20
DFB-15d	4438-4448	1500	GMD	F7B	B-B	63,375	253,000	1952	8

Featuring the Canadian Pacific's modern diesel service plant at Alyth Yard in Calgary, Alta., are platforms built to the height of cab and engine-room doors.
Photo by Canadian Pacific Railway

DFB-16a	4449-4454	1600	CLC	CPB 16-4	B-B	64,000	256,000	1952	
DFB-16b	4455-4458	1600	CLC	CFB 16-4	B-B	64,625	258,500	1953	
DFB-15e	4459-4462	1500	GMD	F7B	B-B	62,000	248,000	1958	
DFB-16c	4463-4464	1600	MCGE	FPB-2	B-B	65,250	258,700	1953	
DFB-16c	4465-4470	1600	MCGE	FB-2	B-B	64,675	258,700	1953	
DFB-16d	4471	1600	CLC	CPB 16-4	B-B	64,000	256,000	1954	
DFB-16d	4472	1600	CLC	CPB 16-4	B-B	66,000	264,000	1954	
DRF-22a	5000-5001	2250	GMD	GP30	B-B	64,750	259,000	1963	21
DRF-25a	5002-5013	2500	GMD	GP35	B-B	65,200	260,800	1964	21
DRF-25b	5014-5023	2500	GMD	GP35	B-B	65,000	260,000	1965	22
?	5024-5025	?	GMD	?	?	?	?	1966	23
DS-6a	6500-6505	660	MCGE	ME-660	B-B	49,750	199,000	1951	
DS-6b	6506-6517	660	MCGE	ME-660	B-B	49,775	199,100	1952	
DS-6c	6518-6522	660	MCGE	ME-660	B-B	49,750	199,000	1953	
DS-6d	6523-6536	660	MLW	E-1530-B	B-B	49,750	199,000	1955	
DS-6e	6537-6547	660	MLW	E-1530-B	B-B	49,425	197,700	1955	
DS-6f	6548-6559	660	MLW	E-1530-B	B-B	49,425	197,700	1956	
DS-6g	6560-6561	660	MLW	E-1530-B	B-B	53,000	212,000	1956	
DS-6h	6562-6600	660	MLW	E-1530-B	B-B	49,000	196,200	1957	
DS-6j	6601-6606	660	MLW	E-1530-B	B-B	49,000	196,000	1958	
DS-6j	6607-6608	660	MLW	E-1530-B	B-B	53,188	212,750	1958	
DS-6j	6609-6611	660	MLW	E-1530-B	B-B	49,000	196,000	1958	
DS-6k	6612-6613	660	MLW	E-1530-B	B-B	49,000	196,000	1958	24
DS-6m	6614-6623	660	MLW	S11	B-B	48,750	195,000	1959	
DS-8a	6700-6703	800	GMD	SW8	B-B	58,000	232,000	1950	
DS-8b	6704-6709	800	GMD	SW8	B-B	58,000	232,000	1951	
DS-9a	6710-6720	900	GMD	SW900	B-B	58,250	233,000	1955	
?	7000	600	Ntl. Stl.	?	?	?	?	1936	25
DS-10a	7010-7014	1000	Alco-GE	S2	B-B	57,500	230,000	1943	
DS-10b	7015-7024	1000	Alco-GE	S2	B-B	57,500	230,000	1944	
DS-10c	7025-7037	1000	Alco-GE	S2	B-B	57,500	230,000	1945	26
DS-10d	7038-7051	1000	Alco-GE	S2	B-B	57,500	230,000	1946	26
DS-10e	7052-7064	1000	Alco-GE	S2	B-B	57,500	230,000	1947	
DS-10f	7065	1000	BW-CLC	DS 4-4-1000	B-B	57,500	230,000	1948	
DS-10g	7066-7070	1000	BW-CLC	DS 4-4-1000	B-B	57,500	230,000	1948	
DS-10g	7071-7075	1000	BW-CLC	DS 4-4-1000	B-B	57,500	230,000	1948	
DS-10h	7076-7095	1000	MCGE	S2	B-B	57,500	230,000	1948-9	26
DS-10j	7096-7098	1000	Alco-GE	S2	B-B	57,500	230,000	1949	
DS-10k	7099	1000	MCGE	S2	B-B	57,500	230,000	1949	
DS-10k	7100	1000	MCGE	S2	B-B	57,500	230,000	1949	
DS-10k	7101	1000	MCGE	S2	B-B	60,000	240,000	1949	
DS-10k	7102-7105	1000	MCGE	S2	B-B	62,000	248,000	1949	
DS-10k	7106-7108	1000	MCGE	S2	B-B	57,500	230,000	1949	
DS-10m	7109-7114	1000	MCGE	S7	B-B	58,750	235,000	1952	
DS-10n	7115-7118	1000	MCGE	S7	B-B	58,750	235,000	1953	
DS-12a	7400-7405	1200	GMD	SW9	B-B	62,050	248,200	1953	
DRS-10a	8000	1000	BW-CLC	DRS 4-4-1000	B-B	59,250	237,000	1948	
DRS-10a	8001-8003	1000	BW-CLC	DRS 4-4-1000	B-B	59,625	238,000	1948	
DRS-10a	8004	1000	BW-CLC	DRS 4-4-1000	B-B	59,250	237,000	1948	
DRS-10a	8005-8012	1000	BW-CLC	DRS 4-4-1000	B-B	55,750	223,000	1948	

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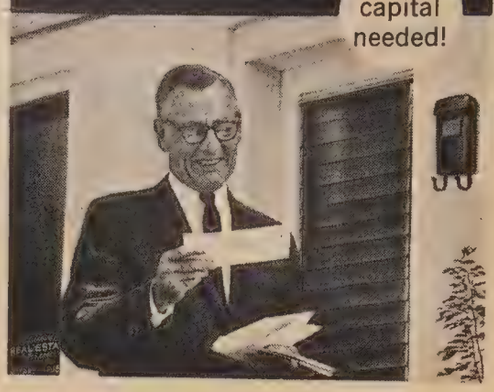

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Oct., 1949: Canadian Pacific No. 8403 glides non-stop past Wells River, Vt. Three balls on oldtime signal permit CP trains to enter this junction with the Boston & Maine and Barre & Chelsea. (Today, ball signals have vanished.)

Photo by Philip R. Hastings

DRS-10b	8013-8018	1000	MLW	RS-23	B-B	45,275	181,100	1959	
DRS-10c	8019-8031	1000	MLW	RS-23	B-B	58,125	232,500	1959	
DRS-10d	8032-8046	1000	MLW	RS-23	B-B	58,750	235,000	1960	
DRS-12a	8100-8130	1200	GMD	SW1200	B-B	56,025	224,100	1958	
DRS-12b	8131-8146	1200	GMD	SW1200	B-B	58,175	232,700	1959	
DRS-12c	8147-8171	1200	GMD	SW1200	B-B	58,125	232,500	1960	
DRS-22a	8200-8201	2250	GMD	GP30	B-B	64,750	259,000	1963	21
DRS-25a	8202-8213	2500	GMD	GP35	B-B	65,000	260,800	1964	21
DRS-24f	8300	2400	MLW	DL-640-A	B-B	64,500	258,000	1963	15, 16
?	8301-8332	2400	MLW	DL-640-A	B-B	54,500	258,000	1965	16, 17
DRS-15a	8400	1500	Alco-GE	RS-2	B-B	61,500	246,000	1949	27
DRS-15a	8401	1500	Alco-GE	RS-2	B-B	61,500	246,000	1949	27
DRS-15a	8402	1500	Alco-GE	RS-2	B-B	62,125	248,500	1949	27
DRS-15a	8403-8404	1500	Alco-GE	RS-2	B-B	61,500	246,000	1949	27
DRS-15b	8405-8408	1500	MCGE	ME-5000	B-B	62,250	249,000	1950	27
DRS-15c	8409	1500	GMD	GP7	B-B	64,125	256,500	1952	
DRS-15c	8410-8411	1500	GMD	GP7	B-B	62,925	251,700	1952	
DRS-15d	8412-8425	1500	GMD	GP7	B-B	65,375	261,500	1953	28
DRS-16a	8426-8446	1600	MCGE	RS-3	B-B	64,625	258,500	1954	
DRS-16b	8447-8461	1600	MLW	RS-3	B-B	64,800	259,200	1954	30
DRS-16c	8462-8482	1600	MLW	RS-10	B-B	65,250	261,000	1954-5	29, 15
DRS-17a	8483-8500	1750	GMD	GP9	B-B	64,750	259,000	1954-5	31
DRS-17a	8501-8521	1750	GMD	GP9	B-B	64,525	258,500	1954-5	31
DRS-17b	8522-8529	1750	GMD	GP9	B-B	64,800	259,200	1955	31
DRS-17b	8530-8546	1750	GMD	GP9	B-B	64,650	258,600	1955	31
DRS-16d	8547-8552	1600	CLC	H16-44	B-B	64,800	258,800	1955	34
DRS-16d	8553-8556	1600	CLC	H16-44	B-B	65,125	260,500	1955	
DRS-16e	8557-8568	1600	MLW	RS-10	B-B	65,000	260,000	1956	
DRS-16f	8569-8581	1600	MLW	RS-10s	B-B	65,000	260,000	1956	
DRS-16g	8582-8600	1600	MLW	RS-10s	B-B	64,750	259,000	1956	
DRS-16h	8601-8610	1600	CLC	H16-44	B-B	64,800	259,200	1956	
DRS-17c	8611-8635	1750	GMD	GP9	B-B	65,000	260,000	1956	31
DRS-17d	8636-8708	1750	GMD	GP9	B-B	64,625	258,500	1957	31
DRS-16j	8709-8728	1600	CLC	H16-44	B-B	64,750	259,000	1957	
DRS-18a	8729-8748	1800	MLW	RS-18	B-B	64,125	257,500	1957	
DRS-18b	8749-8768	1800	MLW	RS-18	B-B	64,125	256,500	1958	
DRS-18b	8769-8800	1800	MLW	RS-18	B-B	64,250	257,000	1958	
DRS-17e	8801-8823	1750	GMD	GP9	B-B	64,750	259,000	1958	31
DRS-16k	8824	1600	MLW	RS-10s	B-B	65,000	260,000	1957	9
DRS-17f	8825-8839	1750	GMD	GP9	B-B	64,200	256,800	1959	31
DRS-24a	8900	2400	FM-CLC	H24-66	C-C	97,000	388,000	1955	32
DRS-24b	8901-8904	2400	CLC	H24-66	C-C	97,250	389,000	1956	
DRS-24c	8905-8910	2400	CLC	H24-66	C-C	97,250	389,000	1956	
DRS-24d	8911-8920	2400	CLC	H24-66	C-C	97,250	389,000	1956	
DRS-24e	8921	2400	MLW	RSD-17	C-C	84,750	258,000	1963	33

Canadian Pacific Roster Notes

Roster based on data from CP's Chief of Motive Power and Rolling Equipment and MLW's Administrative Asst., Transportation Sales, and is accurate as of Dec. 3, 1965.

Locomotive builders: CLC, Canadian Locomotive Co.; MCGE, Montreal Locomotive Works-Canadian General Electric; MLW, Montreal Locomotive Works; GMD, General Motors Diesels Ltd.; GM-EMD, General Motors, Electro Motive Division; Alco-GE, American Locomotive Co.-General Electric Co.; Ntl. Stl., National Steel Car Co.; BW-CLC, Baldwin-Westinghouse-Canadian Locomotive Co.

(1) 10-11 (1st) rebuilt to 17-18.

(2) 1400-1404 were originally 4099-4103, class DFA-15g, renumbered 1400-1404 in 1954. No. 1401 was rebuilt to 5025.

(3) 1416-1421 were originally 4058-4063, class DFA-15e, renumbered 1416-1421 in 1954-5. No. 1421 was renumbered 4063 in 1965.

(4) 1422-1431 were originally 4066-4075, class DFA-15f, renumbered 1422-1431 in 1954-5 and then 4066-4075 in 1965.

(5) 1432-1434 were originally 4041, 4040, and 4039, class DFA-15d, renumbered 1432-1434 in 1955, then renumbered 4041, 4040, and 4039, class DFA-15d, in 1965.

(6) 1902 was rebuilt to 8200. No. 1906 was rebuilt to 5024.

(7) 1908-1911 were originally 4434-4437, class DFB-15c, renumbered 1908-1911 in 1954. No. 1910 was rebuilt to 8201.

(8) 1912-1919 were originally 4438-4445, class DFB-15d, renumbered 1912-1919 in 1954-5, then renumbered 4438-4445 in 1965.

(9) 4000-4027 rebuilt to 1600 hp. 4000-4003, 4005-4013, 4017-4018, 4021, 4023, 4024, and 4026-4027 rebuilt in 1966 to 4227, 4203, ?, 4225, 4216, ?, ?, 4212, 4211, ?, ?, ?, ?, 4213, 4215, 4226, 4220, 4223, 4204, and 4207. No. 4016 rebuilt in 1957 to 8824, class DRS-16k.

(10) 4028 and 4032 rebuilt to 5019 and 5023 in 1965.

(11) 4043-4045, 4048, and 4051 were rebuilt in 1966 to 4224, 4221, 4205, 4206, and 4228.

(12) 4064-4065 were originally CLC demonstrators 7005-7006.

(13) 4077 was scrapped.

(14) 4098 rebuilt to 4201 in 1966.

(15) 8474 was rebuilt to 8300.

(16) 4200-4232 were originally 8300-8332, class DRS-24f, renumbered 4200-4232 in 1965.

(17) 8301 to 8332 were rebuilt from 4098, 8469, 4001, 4026, 4045, 4048, 4027, 4419, 4411, 4422, 4009, 4008, 4017, 4413, 4018, 4005, 8405, 4402, 8408, 4023, 4044, 4420, 4024, 4043, 4003, 4021, 4000, 4051, 4400, 4423, ?, and ?. Nos. 8301-8332 were renumbered 4201-4232, class DRF-24b, in 1965.

(18) 4233-4248 are being rebuilt from traded-in units.

(19) 4400-4423 were rebuilt to 1600 hp. 4400-4403, 4411, 4413, and 4417-4423 were rebuilt to 4229, ?, 4218, ?, 4209, 4214, ?, ?, 4208, 4222, ?, 4210, and 4230.

(20) 4425, 4426, and 4428-4430 were rebuilt to 5014, 5018, 5021, 5020, and 5022.

(21) 8200 and 8201 were rebuilt from 1902 and 1910. Nos. 8200-8213 renumbered 5000-5013 in 1965.

(22) 5014-5023 were rebuilt from 4425, 8413, 8420, 8425, 4426, 4028, 4429, 4428, 4430, and 4032.

(23) 5024-5025 were rebuilt from 1906 and 1401.

(24) 6612-6613 were originally Pacific Great Eastern 6612-6613, purchased in 1959.

(25) 7000 sold to Marathon Pulp & Paper in 1944.

(26) 7033, 7038-7039, and 7081-7083 were modified to operate with SB-10 class boosters.

(27) 8400-8408 were rebuilt to 1600 hp. 8504 and 8408 were rebuilt to 4217 and 4219

(28) 8413, 8420, and 8425 were rebuilt to 5015-5017.

(29) 8469 was rebuilt to 4202.

(30) 8461 was rebuilt to ?.

(31) 8483-8546, 8611-8708, 8801-8823, and 8825-8838 are rated at 1600 hp. when used in freight service. 8839 was rebuilt to 1800 hp.

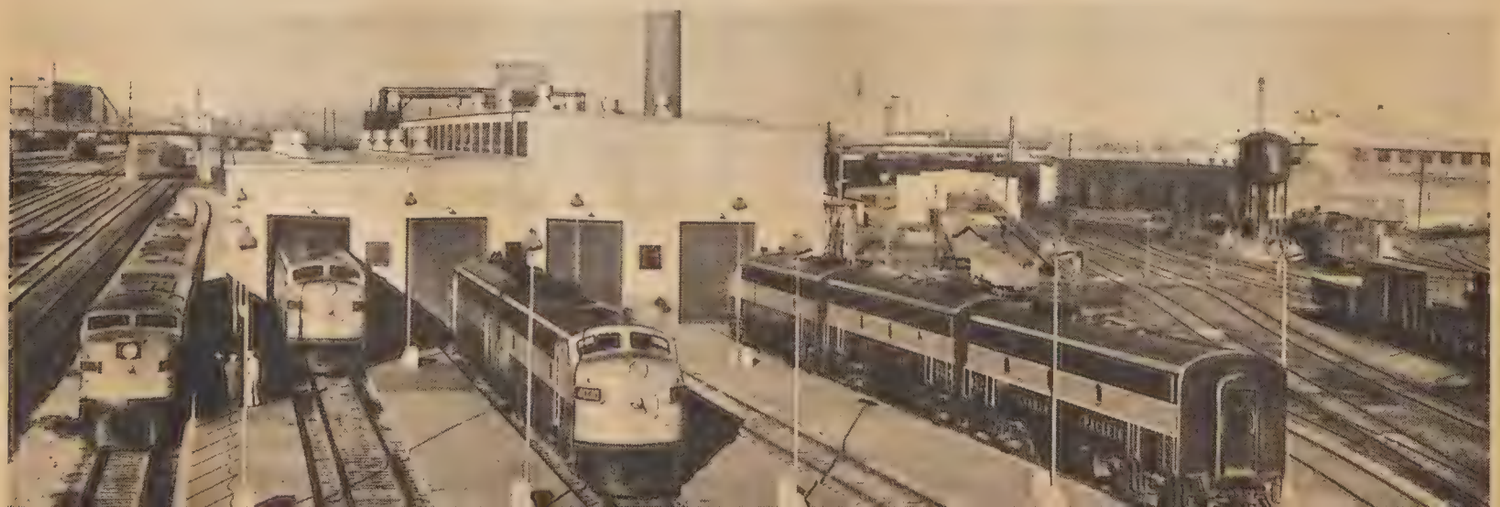
(32) 8900 was originally CLC demonstrator 8900.

(33) 8921 was originally MLW demonstrator 7007, then Canadian National 3899, then PGE 624, then CP 8921.

(34) 8547 has been scrapped. ●

Photo by Canadian Pacific Railway

Exterior view of the CP's diesel plant that is pictured on pages 50-51. Locomotives are serviced here for mountain runs.



Coming Events

SEND advance notices of fantrips, conventions, etc., to Art Knowles, *Railroad Magazine*, 205 E. 42nd Street, New York, N.Y. 10017. Send them early, to be sure of getting them published. Items for July issue should be on our desk by May 10th.

Canadian National offers 8-day boat cruises, Vancouver to Alaska, including all-day tour on White Pass & Yukon Ry. Write any CN passenger agent. Price varies with time of year.

There are several attractive cruises on the "Delta Queen," a real sternwheeler out of Cincinnati to New Orleans, St. Louis, Pittsburgh, St. Paul. Write the Greene Line Steamers, Inc., 380 Public Landing, Cincinnati, Ohio 45202, or 10 E. 40th St., New York, N.Y. 10016.

Four Winds Travel, Inc., 175 Fifth Ave., New York, N.Y. 10019, offers several exciting land cruises by train from New York. Write them for details.

Maupintour, 270 Park Ave., New York, N.Y. 10017, operates deluxe escorted tours "Europe by Train," weekly departures.

If you are going to Europe on your own, get an Eurailpass to go anywhere in Europe by rail, 21 days for $99. See any travel agent or write Box 191, New York, N.Y. 10010. If you are going to Britain, get a book or two of Thriftrail Coupons from British Rail-International Inc., 630 Fifth Ave. New York, N.Y. 10020. It is cheaper that way.

May 7: doubleheader steam (two Shays) lv. Cass, W.Va., 10:00 a.m. all-day trip, photo stops, movie runs on switchbacks and 11 percent grade, open house at Cass back shops. Fare $4 (no half fares). Write NRHS, Box 8583, Richmond, Va. 23226.

May 8: Lv. Washington, D.C., 8:30 for spring excursion to historic Dover, Dela., partly on Del-Mar-Va freight-only line, due back 5 p.m.; $8.75 (kids $4). Write NRHS, Box 487, Washington, D.C. 20044.

May 14: Railfan Ramble on ACL, feature of NMRA spring meet May 13-15 at Bradenton. Write Steve C. Doychak, Box 321, Bradenton, Fla. 33505.

May 14: Ride the Santa Fe from National City, Calif., to Fallbrook over portion of original California Southern route. Write Wally Duthie, Pacific Southwest Museum Assn., Box 4081, San Diego, Calif. 92104.

May 22: Steam on Burlington—only 3 more trips. —with engine 4960, Chicago to Ottawa. Fare $5.50. Query CB&Q, 105 W. Adams St., Room 711, Chicago, Ill. 60603.

May 28-30: Baltimore to Buffalo via Pittsburgh on Budd RDC, stops at interesting places. Contact NRHS, Alan Crumbaker, 1135 Evans Way, Baltimore, Md. 21205.

May 29: One-day excursion in Mexico from Mexicali. Bus connection from San Diego leaves May 28. Write Pacific Southwest Ry. Museum Assn., Box 4081, San Diego, Calif. 92104.

June 1: Steam at Colorado Railroad Museum, ex-D&RG narrow-gage engine 346 will be fired up and operated with various type trains in observance of 85th anniversary. Located 12 miles from Denver on highway 58. Write Bob Richardson, Box 641, Golden, Colo. 80401.

June 11-18: Last "Journey to Yesterday," Chicago to Silverton by CB&Q steam loco 4960 to West Burlington. Lv. Chicago 9:00 a.m. Ride narrow-gage. Due back in Chicago 5:30 a.m. on 18th. Write Illini Railroad Club, Box 62, Champaign, Ill.

June 18-July 4: Finlay Rail Tour Lv. Los Angeles 1:00 p.m. (Lv. Seattle on 17th, San Francisco the 18th, for William, Ariz.). Trip includes Grand Canyon, D&RGW Durango-Silverton, Pike's Peak, Denver, Yellowstone Natl. Park, Glacier Park, Victoria, etc. Write Finlay, 11306 Burbank Blvd., North Hollywood, Calif. 91601.

June 19: Steam from Galesburg, Ill., back to Chicago with Burlington's 4960. Write CB&Q, Room 711, Chicago, Ill. 60603.

June 19: Trolleyrama Day, See and ride Ohio trolley cars, morning trip from Euclid to Olmsted Falls Museum. Afternoon trip over Shaker Heights and CTS Rapid Transit. Write Geo. M. Badstuber, 21701 Maydale Ave., Euclid, Ohio 44123.

June 19: Special train thru Royal Gorge, Pueblo to Salida, Colo., and return. Lunch included. Write R.M. Wexler, M.D., 310 Colorado Ave., Pueblo, Colo. 81005, before June 13. This trip sponsored by a model rr. club.

June 26: Halifax, Nova Scotia, to Upper Musquodoboit via CNR, on RDC (or conventional equipment if there is a crowd), 200-mile round trip along Atlantic Ocean and interior of Nova Scotia. Write Gary Pollock, 9 Lanark St., Spryfield, Nova Scotia, Canada. Sponsored by Scotian Model RR. Society.

July 1-4: Silverton narrow-gage trip. Lv. San Francisco on Friday on California Zephyr, to Grand Jct. Chartered motor coach over mountains to Durango for the night. Buffet dinner. Write Arthur Lloyd, R&LHS, 974 Pleasant Hill Road, Redwood City, Calif.

July 10: NRHS trip to Pittsburgh, covering many trolley lines. Write Gerhard Salomon, 530 Cleveland St., Allentown, Pa. 18103.

July 17: Last steam trip of Burlington's 4960! Loco requires extensive shopping under ICC regulations, for which CB&Q claims "there is no economic justification." Illini Railroad Club is sponsoring this trip from Chicago to Denrock and return. Price, $6.50. Write the Club, Box 62, Champaign, Ill. 61820.

July 30: On Belfast & Moosehead RR. in Maine. Lv. Belfast 10 a.m. for Burnham Jct. in gons, beside river and lake. Photo stops. One of very few city-controlled rrs. Fare $4.50 (kids $2.25). Barbecued chicken dinner $1.50. Downeast RR. Club (Div. RRE), Box 196, Brunswick, Me. 04011.

Aug. 13-Sept. 4: Three-week tour Coast to Coast via the Rockies. Lv. New York 9:20 a.m. on NH, B&M, CV, CN to Montreal, CN to Jasper and on up to Prince Rupert, PGE to Vancouver, see Victoria and Seattle. Return CPR to Montreal, D&H and NYC to New York; two private sleepers, about $600 for almost everything. Write Jack Middleton III, 17 Kensington Rd., Madison, N.J. (Railroad Enthusiasts)

Aug. 27-Sept. 8: Alaska-Yukon Adventure, Deluxe tour by rail and steamer to Cariboo country, Peace River, inside passage, sleeping cars, from San Francisco. Write Arthur Lloyd, R&LHS, 974 Pleasant Hill Road, Redwood City, Calif.

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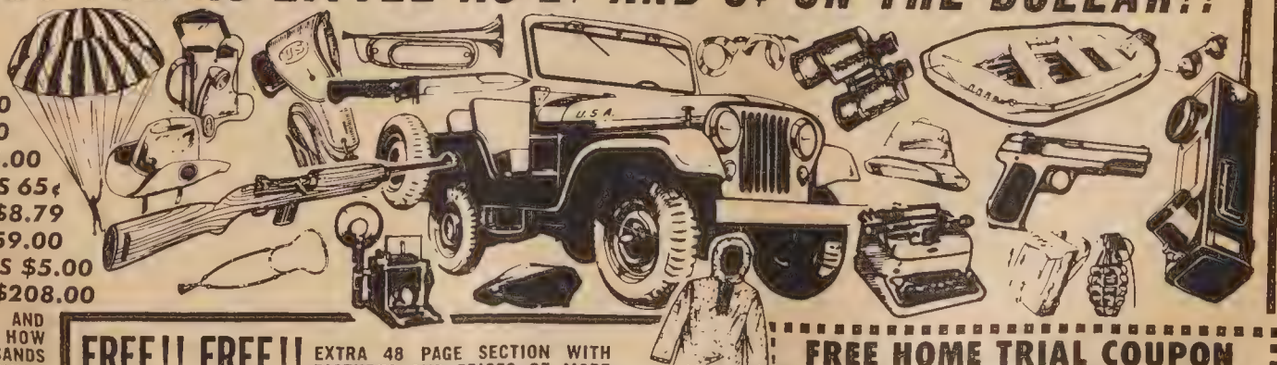

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June 13, 1956: Nickel Plate 4-6-4 No. 173 en route from Chicago to Cleveland with daytime train. Was she the last steamer to leave La Salle Street Station?
Bob Kirsop, 4226 E. 122nd St., Cleveland 5, Ohio

BOOKS OF THE RAILS

THE NICKEL PLATE STORY, by John A. Rehor, foreward by George W. Hilton, 483 supercoated pages, 8¼x11¼", illustrated, indexed, Kalmach Publishing Co., 1027 N. 7th St., Milwaukee, Wis. 53233, $16.50.

Truly jumbo size, weighing 4¼ pounds, *The Nickel Plate Story* is possibly the most complete railroad history book ever published. (But not the heaviest. Morris Cakfy's *Colorado Midland*, with only 467 pages, same size, tips the scales at 4 pounds, 14 ounces.) Oversize books, as a rule, do not fit well into library shelves and are not convenient to carry around. A two-volume set of smaller books on NKP history would be easier to handle.

At first glance, Rehor's monumental tome appalled us by its immensity, but once we got into it we enjoyed the book and admired the quality of its text and pictorial material and the layouts. We found no evidence of padding, aside from two large pages of photos showing the exterior of Cleveland's Terminal Tower that seem to be overplaying an admittedly important building.

We like Rehor's opening: "Throughout its tumultuous 83-year career the late Nickel Plate Road was never really regarded as an enduring institution. It was born without ceremony on a Thursday afternoon in February, 1881, sired by a banker, an investment broker, an importer of tea, a fur dealer, and a merchant who had made a fortune selling supplies to the Union army."

Those two sentences take you right into the story, make you want to read what's coming next. Rehor keeps up that pace to the very end, after N&W has taken over NKP: "In this day and age few railroads offer a richer legacy." It's a mighty long book to read, but for Nickel Plate fans is well worth the reading, and for anyone interested in rail history its reference value is undeniable. And pictures! *The Nickel Plate Story* has an abundant variety of good photos. Moreover, there are 75 pages of rosters of steam and diesel locomotives and the various cars, with specifications, and the most comprehensive index we have ever seen in a railroad book.

IRON HORSES OF THE SANTA FE TRAIL, by E. Dale Worley, preface by Everett L. DeGolyer, Jr., 612 pages, 11¼x8¼", illustrated with photos and diagrams, Southwest Railroad Historical Society, P.O. Box 2902, Dallas 21, Texas, $20.

This gigantic opus, weighing five pounds, is one of the alltime greats on railroad book shelves but is much too large and heavy. We wish that it, like Rehor's *Nickel Plate Story*, had been published as a two-volume set. Having said that, our adverse criticism ends.

Son of a Santa Fe engineer, E. Dale Worley began railroading the day after he graduated from high school in Canadian, Texas, and has been with the Santa Fe ever since, except for three exciting wartime years in the Marine Corps, and is now a conductor on the Plains Division. This background equipped him to gather material for *Iron Horses*, a labor of love which took him over ten years. Helping him with research were Santa Fe officials and fellow members of the Southwest Railroad Historical Society.

His masterpiece tells graphically in text, photos, and specifications the history of AT&SF steamers—which, alas! no longer trail their smoke plumes across the broad prairies, deserts, mountains, and plains. Even at $20, the huge book is already popular, judging from sales figures. One of the last writing by the late Lucius Beebe was a nice review of it in *The New Historical Quarterly*.

Everett DeGolyer states in his preface to Iron Horses: "A real effort has been made to provide at least one photo and one diagram in every class of Santa Fe (steam) locomotives. While the promise has generally been performed, a few classes have necessarily defied every effort to provide a graphic representation. . . .

"A word might be said about the large number of photos credited to the late David Goodyear of New York City, Highland Falls, and Esperance, N.Y. In a field populated by characters, David Goodyear would stand out anywhere. Nevertheless, by hook or by crook, he managed to put together one of the largest collections of railroad photos ever achieved by any individual. Most of this stunning collection, whose weight in cartons was well over four tons, is now in the Library of the DeGolyer Foundation at Dallas Texas. If it had not been for the efforts of Goodyear, it would be, quite frankly, impossible to illustrate much of this book."

SYMPHONY IN STEAM, by Jan Gleysteen, 112 pages, 8½x11", illustrated, Trogon Publications, 1210 Loucks Ave., Scottdale, Pa. 15683; paperback $4; de luxe hard cover, signed, numbered, $6.

Despite its too-poetic title, *Symphony in Steam* is an excellent factual history of the 4-4-0 and the only hard-cover book we have ever seen that deals only with steam locomotives of the same wheel arrangement.

"The wonder is not that a book should be published about the American type locomotive," Philip S. Klein writes in the foreword, "but that we have had to wait so long for someone to record the story of this masterpiece . . . If ever a nation had a love affair with a product of its own ingenuity, the United States had one with . . . the 4-4-0."

James Brooks built the first Eight-wheeler in 1836 for the Philadelphia & Germantown line. Baldwin outshopped the last ones for the domestic market

in 1928 for the Chicago & Illinois Midland. The story of the intervening 92 years is related in this volume clearly, dramatically, with anecdotes and historical and mechanical details. Included is an itemized list of 4-4-0's still extant in North America and overseas.

There is an eye-filling 69-page gallery of photos and old prints, well chosen, in addition to which Gleysteen, being a professional artist as well as a writer and railfan, has drawn pictures for some of the text pages.

New British Books

BRITAIN'S RAILWAYS UNDER STEAM, by J. B. Snell, 224 pages, 8½x11", illustrated in color and black-and-white, with bibliography and index, Arthur Barker Ltd., London, distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $13.

"This book has two intentions," Snell writes. "One is to provide a pictorial record of British main-line trains during the last 30 or 40 years of steam, giving some idea of the variety that once existed. The other is to describe the development of the railway network over the country as a whole."

These aims are amply fulfilled. Text matter is well written and satisfying. The photos would delight steam fans on either side of the Atlantic. Color shots are gorgeous; some look like oil paintings. The first section, entitled "Main-Line Network," is divided into chapters on London to Lancashire, The Midlands and East Anglia, The West and South-East, The North and North-East, Wales, and Scotland. Each chapter has a good, clear map that distinguishes between active and abandoned lines. Part 2, "Equipment and Operation," covers Locomotive Design and Practice, Train Service, Administration, and The Vanishing Steam.

RAILWAY CARRIAGES IN THE BRITISH ISLES *from 1830 to 1914*, by Hamilton Ellis, 279 pages, 6x9¼", plus many additional pages for illustrations in color and b&w, indexed, George Allen & Unwin Ltd., London; distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $11.75.

Here is a new and greatly expanded version of a slim volume written by the same author about 20 years ago. Having nine other railway books to his credit, Hamilton Ellis brings to *Railway Carriages* the professional skill and prestige of a *maestro*. He traces passenger-car history from the days of the sedan chair up to the present time and presents it in a highly readable style, rich with local color and anecdotes.

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Besides day coaches, he covers sleepers, diners, early steam railcars, traveling post offices, city subway trains, and even horse-conveying vans on rails. His 279 pages of text should fascinate railfans. Ellis covers in details such accessories as train communications, heating and lighting, ventilation, and toilets in coaches, which he says the early British companies installed reluctantly.

Not the least interesting parts of his book deal with the Royal family. He tells of a time when Queen Victoria wanted to read in her rolling salon as dusk came on, but no lights were available and "outraged Majesty waited in chilly twilight." On another occasion the ultra-conservative Victoria denounced the installation of gas chandeliers in the Royal carriages and insisted that the old oil lamps be restored. Still later she flared up with resentment when she discovered that reading lamps had been placed aboard her "palace on wheels." Ellis states, "The Queen was most opposed to having her travelling and domestic arrangements altered." But, being a gentleman, he does not mention how she reacted one cold winter night when the plumbing facilities on the Royal train froze up.

TRAINS ANNUAL 1966, with 96 supercoated pages, 7¼x9½", illustrated in color and b&w, was published in England by Ian Allan Ltd. and is distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $3.75.

Contrary to what you might think, this *Annual* has no connection with the *Trains* magazine published in Milwaukee. A handsome hard-cover book, it has ten chapters, each by different writers, on various phases of railroading in Europe. Our favorite chapter is "An American Eats on European Trains," by William G. Farquhar, with illustrations showing, among other items, interior views of Wagons-Lits cafeteria cars, quite unlike those on our continent, and pretty waitresses serving meals on the *Rheingold Express*—something you won't find on any American railroad except the Chesapeake & Ohio. But the book opens too abruptly; it should have at least a brief introduction.

LOCOSPOTTERS' ANNUAL 1966, edited by G. M. Kichenside, 64 supercoated pages, 7¼x9½", illustrated in color and b&w, Ian Allan Ltd.; distributed by Leisure Time Books, $2.75.

Similar in format to *Trains Annual* and, in fact, this book uses some of the same breathtaking color plates but otherwise its material is different. A novelty is the "Puzzle Parade," a two-page layout of 46 small clipped pictures: "Can you identify these locomotives and multiple-units? Answers on page 64."

RAILWAY ANTHOLOGY, by P. B. Whitehouse, 223 pages, 6x9", illustrated with line drawings and photo frontis piece of a doubleheaded steam train in full color, Ian Allan Ltd., London; distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $9.25.

Compiled as a bedside companion, *Railway Anthology* is a pot-pourri or scrapbook of some of the best articles,

54 in all, culled from the Ian Allan chain of railway magazines. Its range includes such widely diverse subjects as The First Railway Passenger, Liverpool & Manchester Monorail, West from Alamosa (D&RGW), The Lickel Incline, Driving and Firing French Steam Locomotives, 205 mph on Rails, A Typical Royal Tour, The *Orient Express*, Nine Miles at 90 mph, Narrow Gauge Photography, Railway Postcards, Ticket Collector, and Salute to the Great Western, the last-named written by Cecil J. Allen, No. 39 in *Railroad Magazine's* series of "Interesting Railfans." Recommended reading matter.

PAINTED ENGINES, by J. H. Russell, foreword by T. C. Rolt, 94 pages, 10x7¼", illustrated, George Allan & Unwin Ltd., London; distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $14.

Here is a collectors' item for connoisseurs—you can tell that from the price. There are 16 magnificent, full-page, color plates, each one printed on a separate sheet and mounted, plus an equal number of page-size black-and-whites. "To most people the mention of a steam engine conjures up a picture of a locomotive on the railways," the author states, "but the older generation remembers a time when steam engines used the roads." The engines he deals with are steam-powered four-wheelers, gaily painted, that never ran on rails but served as work-horses on farms, and at fairs and circuses. Text matter tells the story of each one.

BRITISH RAILWAY TUNNELS, by Alan Blower, 108 pages, 6x9", illustrated, plus long listing of tunnels, bibliography, Ian Allan Ltd.; distributed by Leisure Time Books, $5.25.

The author provides a detailed survey of more than 70 of Britain's 1,049 railway tunnels, with historical and technical details. Not to be missed is his chapter on the project for tunneling under the English Channel (to be more precise, the Strait of Dover). Photographic illustrations, all b&w, are excellent.

LOCOMOTIVES AT THE GROUPING: *No. 1, Southern Railway*, by H. C. Casserley and S. W. Johnston, 60 pages, 5½x8½", illustrated, Ian Allan Ltd.; distributed by Leisure Time Books, $5.75.

Strictly for British fans. A classified list, with specifications, of all locos acquired by Britain's Southern Railway when it was formed in 1923.

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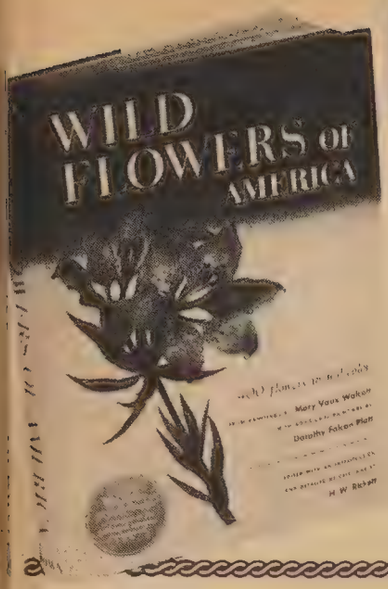

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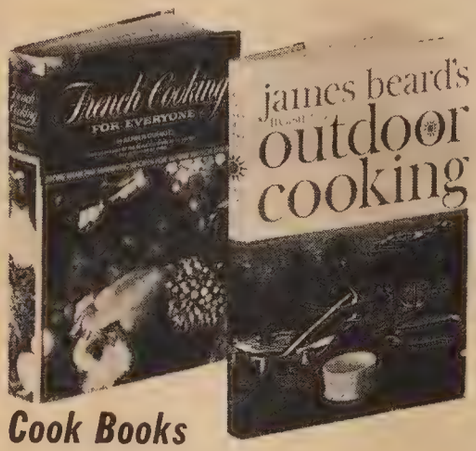

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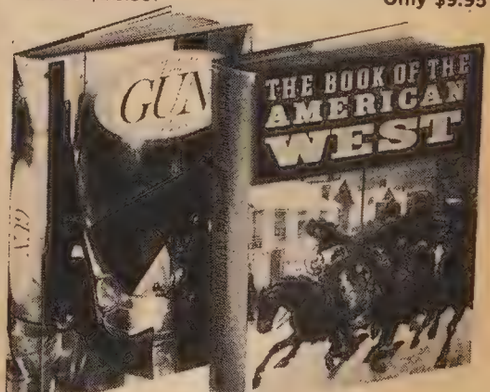

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FROM BOOMER TRAIL TO SUPREME COURT

by Stanley M. Doyle

Associate Justice, State of Montana, Supreme Court

Stanley M. Doyle

I CAME by my railroad propensities honestly. My father, Francis Patrick Doyle, a trainman in the Chicago area, lost out in the American Railway Union strike of 1894, often called the Pullman strike, when thousands of good railroad men were blackballed for having walked off their jobs under the leadership of Gene Debs and when President Grover Cleveland called out the U.S. Army to preserve order. But in 1902 Dad's personal record was cleared and he went back to railroading as a doniker—rail lingo for brakeman—on the Rock Island's Minnesota Division.

My own rail career started as a Rock Island callboy at Albert Lea, Minnesota. After that I became an Illinois Central bill clerk at Waterloo, Iowa, and then a sub-station operator at Brandon, Iowa, for the Waterloo, Cedar Falls & Northern, a dry and windy electric line. By that time I felt that I knew enough about railroading to hire out as an experienced brakeman, which I did, on the same road in 1914. But about six weeks later Dad told the trainmaster my real age, 16, and they pulled the pin on me.

Undaunted, I became a boomer. I didn't need a crystal ball to figure out that, for me, railroading in the Midwest was a lost cause. With a modest change of name—we called it "working under a flag"—I landed at Pasco, Washington, cocky and self sufficient, complete with a thousand-mile shirt, a black crusher hat, a blue serge suit, Stinger buttons, and a clearance. That was the typical outfit worn by boomers prior to the 1920's. The thousand-miler was a railroad man's blue or black shirt, so called because it presumably was washed after every 1,000 miles on the road. A Stinger, of course, was a member of the Brotherhood of Railroad Trainmen, whose button displayed a large initial B (bee). The clearance purported to show that you had left your previous employment with a clean record. However, the document I held was not issued to me. I bought it from a fellow railroader, once a common practice.

Prior to World War I you could have obtained phony personnel records in Chicago, the Twin Cities, and in just about all other major railroad centers, the price depending upon the job you wanted. For example, a clearance as a conductor or engineer cost about three times what a clearance for a brakeman or switchman sold for. I bought my clearance for $10 next to a saloon on South Washington Street, Minneapolis, across the street from the Chicago, Milwaukee & St. Paul depot. The man who sold it to me had a collection of letterheads from various roads and could write service letters for the Great Northern, Northern Pacific, Soo Line, and Burlington, in addition to the Milwaukee. The NP trainmaster to whom I showed my fake clearance readily accepted it at face value.

Bucking the extra board, I was soon called for a varnish run from Yakima to Grandview and back. In those days, coaches were wooden-bodied and varnished, hence the term which even today is applied to passenger service. Our train had a 4-4-0 engine and two open-platform coaches with green plush seats and a Baker heater.

On this job I was braking for Taylor Steen, now a grand old man, the NP'S oldest living veteran, and I met the first real boomer I had ever seen, "Hee-haw Mike." I don't know his rightful name. He used that moniker because his long ears reminded you of a jackass, whose bray sounded like *hee-haw*. Mike was well known in boomer circles. Many stories have been told about him in *Railroad Magazine* and in Freeman Hubbard's book *Railroad Avenue.*

Hee-Haw Mike had a hare-lip, was about 45 when I met him, and wore the usual boomer outfit. He claimed to have worked on every major pike in the country and was the source of many quotations now heard occasionally, such as "I never missed any of my meals but I sure as hell got behind on a lot of them."

On this run, too, I witnessed a murder. While seated on a fence beside a hogger named Griffith, across the street from a small and rather shabby hotel in Yakima, I saw the night clerk, Daly, shot in the back. Later I learned that the killer was a jealous guest of the hotel. I wouldn't admit having seen the shot fired. It was not my desire to be held in jail as an eye witness for at least three months while awaiting the defendant's trial.

After a while I was cut off the board and went to St. Paul. There the Great Northern hired me for service out of Whitefish, Montana. Never having been vaccinated for smallpox, I was given the needle by a GN croaker. That shot proved to be a bad mistake. By the time I reached Minot, North Dakota, on GN train No. 3 my left shoulder was swollen up to the ear. For several days I suffered and I never did take that job in Whitefish. Instead, I rode the Soo Line to Portal, North Dakota, on a BRT card, and then bedded down in a Canadian Pacific crummy bound for Moose Jaw, Saskatchewan. The Canadian railroaders I met were the most hospitable men I have ever known.

But I soon learned that there wasn't a barbed-wire fence between Moose Jaw and the North Pole and that, beginning in late October, a steady supply of steam heat for the next five months was not undesirable. So I talked the general foreman, MacGregor, into giving me a job as hostler, handling passenger and switch engines.

That being in the period of World War 1, I had two interned Austrians as helpers. We would put the engines over the turntable and take them down to the coal chute, the water tank, and the sand storage plant and back to the cinder pit. Then the helpers would knock the fires and I'd put the engines into the roundhouse. This was my first exposure to vestibule cabs and a screw used as a Johnson bar.

One day two machinists were trying to determine the lap and lead on the valves of a switch engine. The roundhouse foreman, Baker, had me move this goat with a superheated passenger engine and I couldn't stop her fast enough by means of straight air. This led to an altercation.

My next job, switching, on a Montreal dock, lasted only a week because I

didn't understand French nor standard signals and couldn't get used to ringing a school bell over crossings. After that I drifted down to South Boston and a fish-market switching chore on the NY&NHH "(New Year's, No Home & Hungry"), which paid in cash every week from a well-guarded pay car—my first and only experience with pay cars.

Boomerlike, I disengaged myself from the New Haven to investigate a report that the Boston & Maine was hiring brakemen at North Station. There Trainmaster Milliken put me to work out of East Somerville, a Boston suburb. In accordance with standard operating procedure of those days, you told a prospective employer where you had worked and, if you were a boomer, you claimed jobs you had never held. Night yardmaster on the Union Pacific at Pocatello, Idaho, was one of the favorites. The employment turnover of NYM's at Pocatello must have run into hundreds, judging from the large number of boomers I knew who said they had worked there.

At length I pulled the pin and wandered out to Forrest, Illinois, an intermediate Wabash terminal between Chicago and Decatur. One night our train came out of Landers Yard in Chicago, picked up eighteen gons loaded with steel billets from the Elgin, Joliet & Eastern. I was flagging on the parlor job—meaning the rear end, of course. A light snow was falling. Just south of Radcliffe Junction at about nine o'clock the train was dynamited.

If you want to know what that means, read this quotation from a court opinion in a case entitled Hannigan *vs.* Northern Pacific Railway 142 Mont. 135, 384-P, 2d 943, which I wrote:

For the sake of clarification of railroad vernacular, it has been for many years the custom and habit of railroad men to designate emergency stop by using the expression *dynamite*, which appears frequently in the transcript. Such expression means the emergency application of brakes, and comes from the fact that in the old days of triple valves on each car, a dirty triple valve on any single car of the train would cause an emergency application of the brakes, over which the engineer had no control and was called by all and sundry as *dynamiting*.

Getting back to the story, that dynamiting put ten cars into a cornfield. As a result, Engineer Pat Lyons did time for exceeding the speed limit while Trainmaster J. E. Stumpf declared me guilty and I was shorn of four weeks' seniority.

Canned in the morning, I boarded the noon passenger train to Decatur, 80 miles away, and went to work that night as a hostler on the Wabash. Boomers often did that. Fired from one job, they journeyed down the line and got a new "office" on the same road. But my luck soon faded. On the fourth night at Decatur I ran into Mr. Stumpf and was discharged again.

So I headed south to New Orleans. There I switched for the Illinois Central and played poker. But Louisiana's damp climate didn't agree with me. I got the ague, and a doctor's advice sent me back up north. I found my way to the Trainman's hiring hall in Chicago. The man in charge, a Mr. Good, advanced me a dollar and transportation to St. Paul, where Oakley D. Johnson of the NP hired me to work out of Glendive, Montana. I was really down and out when I got to Glendive in December, 1916, walking in shoes that had wide-open soles patched with switch lists. Winter weather, but no overshoes, mackinaw, or Scotch cap.

The cast at Glendive included P. J. McKenzie, yardmaster; Claude Need, night YM, and Timothy M. Flynn, trainmaster. How those three gentlemen survived the winter is a wonder.

In April, 1917, when the nation went to war, I was only 18, below the draft age, but my railroad personnel record had me 23. Enlisting as a flying cadet, I was later commissioned as a pilot. While in basic flight training at Kelly Field in Texas cadets were assigned to certain sectors around San Antonio. Spotter planes checked to ascertain that you were in your sector.

South and west of my sector, Southern Pacific tracks crossed the International & Great Northern. An interlocking plant and an order board on the SP main line controlled this crossing. The SP required both its rear and head brakemen on freight trains to decorate—walk the car tops—and pass the hogger a highball if all was well. Cruising aloft at about 3,000 feet and seeing the head man on top, I would get a devilish idea of fun and swoop down in a dive that compelled the brakeman to flatten himself on the running board. Of course, I couldn't hear him curse! The way to avoid detection was to dive and bank as you approached the train so they couldn't get the number of your plane.

As a cadet, my social activities were limited, but I managed to attend BRT lodge meetings on Sundays and listened sympathetically to trainmen's complaints of cadets who drove planes at them on the interlocking plant.

After the war I entered law school, ran out of money, and went back to switching and boomed around the country on a long list of roads, finally retiring from an engine foreman's job on the Great Northern in Seattle.

In time I managed to complete the law course I had started. Then I spent considerable period as a defense attorney in criminal cases and a plaintiff's lawyer in civil suits. Five years ago, standing beside "Ike" Fellman, president of my BRT lodge, I was sworn in as an associate justice of the Montana Supreme Court—where I still am.

As I drift down the far slope of life with the throttle shut off, making service reductions on the brake valve of health when possible, I often think of my relatively care-free days on the boomer trail and the wonderful men I worked and played with. I am glad that I can still talk their language and understand their problems. My favorite bit of verse is "The Freight Yards," by Phoebe Hoffman, which states:

N and W, the Great Northern,
Lehigh Valley, B and O,
Like a giant earthworm twisting,
slowly 'round the curve they flow.
Caravans of freight move westward,
bearing Eastern goods away—
To come back with hogs and cattle,
bales of sweet Kentucky hay.
Brakemen walk along the rooftops,
lingering for a moment's chat.
There an engineer, while smoking,
long and eloquently spat.

Western Pacific railroading in the Feather River Canyon of California in 1910.

HOBBY CLUB

Conducted by Sy Reich

A WOMAN bosses the railroad which is operated by the Federal Government at Carswell Air Force Base in Texas.

Sy Reich

She is Mrs. Eloise Ikard, superviser of surface freight at the base. She is in charge of a single switch engine and 10 miles of track. Nine men work under her direction on the switch engine and in several base warehouses. Who can tell us of any other railroad managed by a woman?

The loco runs over a 2-mile track on the base and eight miles of government-owned track to the town of Benbrook, where it connects with the Texas & Pacific.

The locomotive is the only piece of rolling stock. The cars used to carry goods into the base are owned by the T&P and other railroads.

Senator Frank Church (D., Idaho) is urging the Army Corps of Engineers to relocate the track of the Camas Prairie Railroad between Lewiston, Idaho, and Ayers, Wash., via Riparia, Wash.

The line is to be flooded out by a navigation project on the Snake River. It is a joint subsidiary of the Union Pacific and Northern Pacific.

Senator Church contends that abandonment of the road, as proposed by outside consultants hired by the Corps of Engineers, would be against the public interest, and would, in effect, subsidize barge transportation on the river.

The Steam Parade

Next month we will run an illustrated feature on Southern Pacific steam by Dick Murdock, SP engineer.

"I have been assigned to write a *Railroad Magazine* article on NYC's best steam power, including Niagaras, Berkshires, Hudsons, Mohawks," says Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124. "I want to hear from enginemen or shopmen who worked on these types and from any other reader who can supply information about them. I also need NYC steam photos containing human interest."

New type of gantry crane now in operation at Pennsylvania Railroad facilities in Kearney, N.J., is used for loading and unloading piggybacks at Tructrain terminal. Operating on rails, it lends itself to work inside or outside shops. It was designed and built by Southern Iron & Equipment Company, Chamblee, Ga.

"We are starting a steam shortline near this city in the very near future," writes J. M. Cleary, retired PRR enginehouse foreman, 306 W. 34th St., Wilmington 3, Delaware.

"I am acquiring some old steam locomotives, built between 1889 and 1915, all in serviceable condition, from industries in the Netherlands that have gone over to diesel power," writes B.R.H.W.S. Bosma, Mozartstraat 25, Leiden, Holland. "These locos are available for shortlines, museum operations, amusement parks, zoos, or display. Prices range from $3,000 to $8,000, including shipping charges from my country to New York. Details available on request. There are 0-4-0, 0-4-0T, and 0-6-0T types, two gages, all engines recently retired."

"Attention, Jersey Central fans!" exhorts Frank T. Reilly, 306 Front St., Dunellen, N.J. 08812. "Several of us know where to find a CNJ 0-6-0. If you'd like to have part in getting her to run again and keep running, drop me a line."

"What are the chances of saving for display and/or excursions any or all of the last remaining Norfolk & Western 2-6-6-4 steamers, class A, Nos. 1202, 1208, and 1230?" asks Robert W. Koditek, 136 Beechwood Ave., Bogota, N.J. "These articulated jobs are presently used in stand-by service at the Union Carbide plant on Blaine Island in South Charleston, W. Va."

Wilbur T. Golson reports: "The Louisiana Eastern, once a steam operating museum, has been taken over by Morse & Org Sand & Gravel Co. and is now operated by diesel power. Two of the very few active steam engines in Louisiana today are Green Bros. Standard Sand & Gravel's Washington & Western RR., which operates T&NO 124, and Louisiana Longleaf Lumber Co. 2-6-2 No. 7."

"The Burlington's decision to retire its last two steam engines leaves fans wondering how short the memories are," writes James T. Hatfield, 728 N. Prospect, Kansas City, Mo. 64120. "What about the splendid performance those two locos gave when the Mississippi overflowed its banks last year? And on a return trip to Kansas City from Brookfield, Mo., on Nov. 1, 1964, one of the two engines, No. 5632, with J. D. Widizer at the throttle, reached a speed of 100 miles an hour!"

Additions to our list of Canadian Pacific steam locos that are still around comes from Lester C. Harlow, 5565 Columbia Pike, Arlington 22204. He says: "CP 4-6-2 Nos. 1238 and 1286 are stored in excellent condition at the Maryland & Pennsylvania yards in York, Pa. The CP overhauled them fully but didn't use them afterward.

Camelback at Fishers Station on the Reading's Chestnut Hill branch, 5.7 miles from Reading Terminal. Photo from Paul R. Stein, Jr., Reading agent, 4929 N. Uber St., Philadelphia.

Railroad Magazine writer Bill Kessel (right), Hamburg, N.Y., supports plan to link Buffalo, N.Y., and its suburbs by rapid transit. Bill is public information chairman for START (South Towns Area Rapid Transit). We see him at a hearing set up by the New York State Department of Public Works.

Who can tell me where Virginia Blue Ridge No. 5 went? I saw her northbound from Potomac Yards on Jan. 15th on the rear of a freight train and apparently in wonderful condition."

We understand that a large number of steam locomotives are still operating in South America. Will some reader please tell us about them?

"Besides the two-spouted water towers mentioned in *Railroad Magazine*," writes Eugene C. Dauner, 182 Hasbrouck Ave., Port Ewen, N.Y., "the Middletown & Unionville had one at Middletown, N.Y., now torn down, only a few feet from the present-day enginehouse of the Empire State Railway Museum's 2-6-2, No. 103. There was also one at Phoenicia, N.Y., on the Ulster & Delaware, one spout being used by the U&D and the other by the 3-foot-gage Stoney Clove & Catskill Mountain. The latter road was absorbed by the UD in about 1899 and standard-gaged, whereupon the tank went back to one spout."

Our February issue carried a photo of a Northern Pacific covered turntable at Easton, Wash.

"A covered turntable was located on the Milwaukee Road about 30 miles west of Easton at what was then called Laconia," recalls George C. Bayne, 10237 Snead Circle, Sun City, Ariz., at the summit of the Cascades in Snoqualmie Pass. It was built to protect locomotives from heavy snow. When Rockdale Tunnel was finished, the section going over the pass was abandoned and the table was razed.

"In 1913 I was an engine watchman at Laconia. It was part of our job to turn the helper engines for the return trip down the mountain. The table's cover differed from the NP's in that the building was round and the sides were closed in to about 5 feet of the roof. The table was operated by an engine motivated by air pressure from the locomotive being turned."

Setouts and Pickups

Feliciana Eastern RR. has been abandoned and its 2 diesels have gone to the Jahncke Sand & Gravel plant at Tangipahoa, La., we learn from Wilbur T. Golson.

A new, 6-page, mimeographed publication, *The Green Board*, has been issued by the Railroad Enthusiasts, Inc., Hartford Division, the chairman of which is Benton Snow, 218 Washington St., Hartford, Conn. It tells us that the Hartford station has been sold and revamped for office use, with space left for railroad functions. Also, the New Haven Railroad plans to abandon 46 branch freight lines which bring in less than 3 percent of its total revenue. Such news saddens railfans, including our assistant editor, Art Knowles, who was born and raised near the New Haven and has ridden nearly every mile of it.

Readers interested in helping to form an operating railroad museum in northwestern Ohio should contact Samuel W. McChesney, Rte. 1, Crawford Village, Carey, Ohio 43316. Sam lives on a 32-acre farm and owns an ex-C&O caboose and two ex-C&O steel coaches.

Clubs, church groups, and others will be interested in the Illinois Central's new slide-motion-picture production, *Main Line of Mid-America*. This 19-minute, 16mm film, in sound and color, shows views that a passenger might see from a window of the *Panama Limited* en route from Chicago to New Orleans. It may be booked by writing J. T. Hawkinson, the IC's administrator of audio-visual services, 135 E. 11th Place, Chicago, Ill. 60605.

Notice to *Railroad Magazine* subscribers: the date when your subscription will expire is stenciled on your address tag on each issue, and a renewal notice will be enclosed with the magazine in ample time for you to renew. Subscription for one year in the U.S. costs $5, two years $9, if paid in advance. Elsewhere $6 a year, $11 for two years. Send all subscriptions to *Railroad Magazine* subscription department, Portland Place, Boulder, Colo. 80302.

We asked who could identify the location of a Rock Island photo that appeared in our April issue, page 60. "It was taken outside LaSalle Street Station, Chicago," writes Robert L. Decker, 226 17th Ave., Moline, Illinois. "It looks to me like the westbound track in the Des Moines, Iowa, station," says Paul T. Tilley, retired Santa Fe yard clerk, 10109 S. Stanford Ave., Los Angeles 2, California.

Texas additions to our list of railroad nicknames come from Leo F. Broadstreet, P.O. Box 94, Columbus, N.M.; Pecos Valley Southern, "Pea Vine"; Gulf, Texas & Western, "Get There and Wait"; Houston, East & West Texas, "Hell Either Way (You) Take"; San Antonio, Uvalde & Gulf, "Sausage"; Texas Midland Rail Road, "Twenty Miles of Rough Road"; San Antonio & Aransas Pass, "Sap"; Sherman, Shreveport & Southern, "Short Haul & Seldom"; International & Great Northern, "Ginny"; Texas & Pacific, "Time & Patience"; Texas & New Orleans, "Time & No Orders"; and the Santa Fe's Rio Grande Division, "Horney Toad."

These Canadian nicknames were sent in by Walter M. Stanley, 11223 106th St., Edmonton, Alta., Canada: London & Port Stanley, "Liver & Pork Sausage" and "Late and Poor Service"; Northern Alberta Railways, "Not Always Running"; and Edmonton, Dunvegan & British Columbia, "Every Day & Brings Comfort."

Brief histories of the N.Y., Susquehanna & Western, the Washington & Old Dominion, and the Lehigh & Hudson River are wanted by Marcel Deschambault, East Sullivan Mines Ltd., Val d'Or, Abiti-E, Que., Canada.

Earl A. Yorke, who began reading our magazine about 50 years ago, has a *Railway Guide* published by George K. Snow in July, 1859, which lists 107 different railroads, including 8 out of Boston, and 22 steamboat routes and some stagecoach routes, and has 28 pages of train timetables. Its full title is *Snow's Pathfinder Railway Guide for the New England States and Part of Canada, with Routes West and South, with Maps.* The front cover shows a 4-4-0 engine under a high arch bridge. Earl, whose address is 27267 Currier St., Dearborn Heights, Mich. 48125, asks: "Does any other reader have a *Guide* of this vintage? What is it worth?"

K. Gus Smarey, Suttons Bay, Mich. 49682, suggests that a Switch Key Collectors Association be started. He says the number of such hobbyists is increasing, as you might judge from reading the *Switch List* in *Railroad Magazine*. Because of mergers, thousands of keys have become obsolete by lock changes, etc. Collectors could swap keys and info. Other club functions would be to contact the railroads for keys before they wind up on the scrap pile and to maintain a list of key markings for identification purposes. Gus, age 79, has 47 switch keys. Arthur Lamport, C&O engineer, New Buffalo, Mich., has 1200. Other collectors, please comment.

Did you know there is a National Association of Timetable Collectors? Edward F. Gardner, 22 Garden Ave., Mountaintop, Pa. 18707, is its public relations man. Dues are $2 a year. Send them to Howard H. Sanford, 59 Hellam Dr., Mechanicsburg, Pa. 17055. Each member gets a membership roster and monthly *Timetable Newsletter.*

"After having worked on *C&O Power* for 2½ years," writes Phil Shuster, 2002 N. Morson St., Saginaw, Mich. 48602, "I was disappointed to read in *Railroad's* review of that book (March issue), 'We suspect that Gene did most of the writing in it.' "

Our book reviewer just had that impression, which turns out to have been wrong; so we apologize. Phil Shuster not only wrote the book himself, with some help from his collaborator, Gene Huddleston, but made an excellent job of it.

Upon hearing of the derailment of the Seaboard's *Silver Meteor* near Henderson, N.C., the Old Dominion Chapter of the National Railway Historical Society, based at Richmond, Va., offered the Seaboard the use of its Pullman car *McGirth* from the Southern Railway and ex-Norfolk & Western combine 1506 to aid at a time of equipment shortage. A company official thanked the railfans for their generous offer but turned it down.

Answering readers' questions, Steve Maguire tells us that the Columbia Park & Southwestern Electric Ry. operates Saturdays, Sundays, and holidays, May 30 through Labor Day, on a 2-mile trolley line at 7100 Columbia Rd., Olmsted Falls, Ohio, 15 miles southwest of Cleveland and easily reached from exits 9 or 10 of the Ohio Turnpike. The line's 22 streetcars and interurbans include ex-Veracruz open cars; Chicago, Aurora & Elgin interurbans, both wood and steel types; Aurora, Elgin & Fox River lightweight interurbans; Cleveland and Cincinnati city cars, and the Toledo, private car of the Toledo Railway & Light Co.

One of the many useful new books obtainable through our magazine's Book Service (see page 54) is the latest edition of *Railroad Atlas of the United States*, the first revision of this great work since 1958. There are 64 pages, 9x9½", paperbound. The maps are schematic, showing cities and towns served by various rail lines and the mileage between given points, with the railroads' initials.

Included are separate detailed maps of the New York, Chicago, Los Angeles, San Francisco, and Boston metropolitan areas, and a good double-page map of the whole country, including Alaska and Hawaii. Recent abandonments and mergers are mentioned. In back of the book is an index by states, listing the railroads in each and the state's total rail mileage. There is also a 7-page index of all railroads in the country, with some information about them, table of distances between 50 large cities, and a listing of major railroads. The *Atlas* shows that 31 roads serve Chicago and 20 serve St. Louis.

This is the most comprehensive railroad atlas on the market. We recommend it to railfans, traffic people, passenger agents, travel agencies, writers, editors, radio and TV news commentators, and researchers in many fields. Publisher's list price is $3.95. *Railroad Magazine* Book Service sells it for $3.75 postpaid (plus, for New York State residents only, 2 percent sales tax; total price $3.82).

Merlin Yeager stated in April issue, "The B&O has dropped its RDC's." This statement is denied by E. Everett Edwards, 410 Westchester Way, Birmingham, Mich. 48009, who writes: "It is true that the daylight trip by B&O doodlebugs from Pittsburgh to Washington has been discontinued, but there is still much RDC service in the Washington-Baltimore and Pittsburgh-McKeesport areas."

Many readers express appreciation of of our rosters, both diesel and steam. This comment comes from Clifton E. Hull, 203 E. 16th St., North Little Rock Ark. 72114. "Sure enjoy the old steam rosters; they are most valuable to photo collectors. However, the railroad mentioned in April issue, bottom of page 61, was actually St. Louis, Kansas City & Colorado, not St. Louis, K.C. & Chicago."

Next month: current roster of the Milwaukee Road, and in near future: Canadian Northern steam (1910-1920), Intercolonial steam (1875-1910), and Grand Trunk Pacific steam.

Supplementary info. to our present-day B&O roster (Jan. '66) comes from Fred Kern, Jr.;

Unit 50 had B-B wheel arrangement with tractive force of 50,400 lbs. and weighed 259,000 lbs. Unit 52 (1st) weighed 316,500 lbs. and had tractive effort of 59,200 lbs. Unit 8422 was originally 2, then 199 (in 1942), then 8422 (in 1956). Unit 8800 was originally SIRT 184, then 194 (in 1948) then 8800 (in 1956). Unit 8820 was originally 190, then 198 (in 1948), then 8820 (in 1956). Units 4400-4411 were originally 1, 1A-11, and 11A odd only, then 101, 101A-111, and 111A odd only (in 1948), then 4400-4411 (in 1956). Units 5400-5411 were originally 1X, 1AX-11X, and 11AX odd only, then 101X, 101AX-111X, and 111AX odd only (in 1948), then 5400-5411 (in 1956). Units 8010-8015 were originally 250-255, then 222-227 (in 1950), then 8010-8015 (in 1956). ●

Pen Pals Wanted

Don Kissick, General Delivery, Sparland, Ill. 61565, wants to hear from fans planning private photo trips on CSS&SB, IC, or Iowa electric lines.

Roger Kingshott, 4 Park Ave., Keyworth Nottingham, England.

Barbara Jean McSorley, (age 20), 992 E. Keating Ave., Muskegon, Mich.

Jean Pendill, (age 13), P.O. Box 264, Mandan, North Dakota.

Donald Cook (age 18), General Delivery, Marmet, W. Va.

Judy Siekert (age 15), Rte. 4, Box 205, Sparta, Wisconsin.

Kathy Budreau (age 15), and sister Margie (age 13), 706 Madison Street, Ludington, Michigan. ●

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Steam Recordings

New Railroad Discs

by Howard Shottenfeld

WHAT a disappointment. Back in January, 1957, technicians of Audio Fidelity Records were told that the Illinois Central was still operating steam locomotives down New Orleans way. Eager to record such sounds but failing to check on the accuracy of that report, they headed south from New York City with microphones, amplifiers, and other equipment. Upon reaching their destination they learned with dismay that IC's New Orleans area had been fully dieselized that January first!

"Here we were with a lot of cumbersome recording equipment but no steam power to record," recalls Walter Colquitt, a member of the party. "So we visited E. E. Schlottman, superintendent of the IC's Louisiana Division, and put the matter up to him.

"Mr. Schlottman began pushing buttons on his desk with such comments as, 'I don't care how much trouble it is, get that damn locomotive working!'

"Prodded by the super, roundhouse men patched up the Baldwin-built 3572 with parts cannibalized from other idle locomotives. We watched them replace the drawbar, burn off old nuts with an acetylene torch, and so on, and then the engine went back into service for 24 hours. We started recording at noon, using old 3572 as a yard goat, shifting our equipment back and forth through the busy yard.

"At times our mikes were no more than four or five feet from the engine as she shuttled by, and we had to deal with such technical problems as overloading and distortion. The journal bearings were so badly worn that I guess we got as much noise from the crank shafts as we did from wheels on the rails. The hogger seemed to enjoy his return to a steam throttle. He pulled the whistle cord frequently.

"This being New Orleans in springtime, we were kept busy slapping big mosquitoes from our hands and faces. When we finished early the next morning the place was spattered with cinders, dust, and insect repellant. But we had a grand time."

The Audio Fidelity record made at that time was *Railroad Sounds: Steam and Diesel,* on which our record reviewer, Howard Shottenfeld, says that it is a random collection of unidentified sounds of diesels and a steam switcher on the Illinois Central. It's beautifully recorded but seems to be aimed more at the general run of hi-fi buffs looking for sound-novelty effects than at a knowledgeable rail audience. This is borne out further by the enthusiastic but inaccurate jacket notes. The record is available at $3.79 monaural, $4.79 stero, from AF, 770 Eleventh Ave., New York 19, N.Y., and record shops.

RECENTLY we received the prerelease of a new Ralbar record, *Night Train to Orbisonia,* featuring present-day steam operation on the East Broad Top. In keeping with its rural shortline subject, the disc is a quiet, relaxed affair—no thunderous exhausts or wildly slipping drivers. We listen to soft chuffing and melodious Baldwin chime whistles echoing across the fertile Aughwick Valley. The engines heard on the three-foot-gage line are 2-8-2's, although EBT's gas car, with a soft-toned air whistle, also gets into the act.

Our favorite sequences are the arrival and departure of an old-style train, with rapid acceleration of the low-drivered "cabbage-cutter" Mike's exhaust and some insistent whistling; also 2-8-2 No. 12 puttering about the engine terminal and taking a spin on the armstrong turntable, with her air-pumps and puffing stack apparently right in your living room. Recording quality is very good but a trifle lacking in lows, while stereo is almost startingly realistic. The jacket photo is a fine night-time shot. All in all, this disc should be a pleasant souvenir for EBT visitors and quiet, easy listening for any fan. It is available in both mono ($5.30) and stereo ($6.30) from East Broad Top Railroad, Rockhill Furnace, Pa. These prices are postpaid.

ANOTHER new Ralbar production, *The Pennsylvania Railroad,* contains some rare and interesting sounds of steam power recorded between 1949 and '55 by John M. Prophet, 3rd, an authority on Pennsy steam (55 Meadow Rd., Buffalo, N.Y. 14216). There are eleven trackside and two on-train sequences, and four of them are repeated in Switchlock's Ralbar-produced LIRR record, *Steel Rails to the Sunrise,* along with new material.

Heard on the Pennsy record are classes K4, G5, E6, H9, M1, I1, J1, and —surprise!—a couple of T1 giant 4-4-4-4's with their characteristic familiar clipped exhausts. Some sequences were recorded on Horseshoe Curve, including doubleheaded K4's and a tripleheader of two K4's and a T1.

Among the best scenes are an M-1 with a squealy whistle exhausting on three corners, a poorly recorded but interesting track of an I1 slipping down; some good stack music from trains climbing Horseshoe, and an I1 jogging down the mountain with a work train, her rods clanking lazily; and a 1963 recording made in the now-vanished Penn Station, New York, with a train passing underneath and the train announcer's voice echoing through the concourse.

The disc is packaged appropriately in a Tuscan-red box and includes a beautifully illustrated booklet—which, we suspect, is the reason for its relatively high price, $6.98. Orders may be sent to Ralbar Productions, P.O. Box 212, Pottstown, Pa.

Walter Colquitt of Audio Fidelity records the sounds of Illinois Central's 3572.

Ralbar has in the works similar albums of the New York Central, C&O, Western Maryland, B&O, and others, which will be released if this does well. Perhaps, in the future, many listeners would willingly forego the de luxe packaging in favor of lower prices. One more suggestion: we wish Ralbar would stop prefacing albums with a trite speech by a railroad president.

A PROMISING new label in the rail field is Semaphore Records, P.O. Box 7504, Chicago, Ill., whose new release, *Doubleheader* ($4.98) mono, $5.98 stereo), contains some excellent stack music. Featured in ten bands are doubleheaded freights on the Grand Trunk Western—a 4-8-4 and a USRA Mike—D&RGW narrow-gage 2-8-2's, Pennsy 2-10-0's, and Canadian Pacific light Pacifics leading heavy Mikes.

Two short cuts of the GTW Mike, No. 3754, running light, manage to sneak in. On one she emits a rather strange whistle effect. If you listen carefully you can actually hear each chamber open up, one by one, as the hogger yanks the cord down.

All engines on this record are in good voice. Recording quality is tops: the well-remembered steam sounds—air pumps, turbo-generators, taking slack, and the rest—come through as clearly as at trackside. Whistling is generally brief but eloquent. Informative jacket notes are satisfactory and the jacket carries an impressive shot of two ex-W&LE Nickel Plate Berkshires blasting out of town, which puzzles us because the disc has no NKP sounds. We strongly recommend this one.

Incidentally, Semaphore offers, free with every LP purchase, a 7-inch EP entitled *Whistle Signals.* One side is a combination whistle concert and Rule 14 quiz, featuring Pennsy 4-4-0 No. 1223, now on the Strasburg. The reverse side offers some enjoyable samples from other Semaphore LP's.

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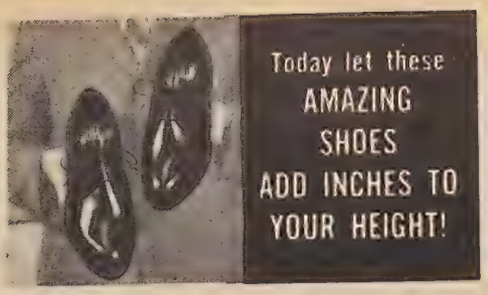

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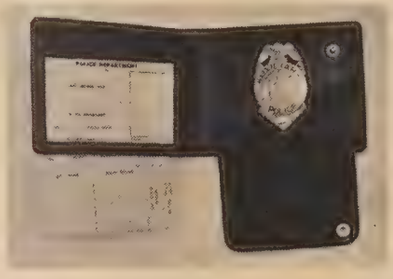
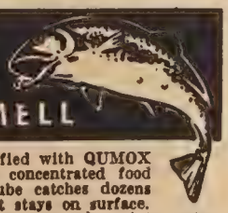
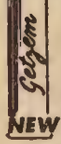


POLICE WALLET. Top grain cowhide billfold Badge holder with protective suede-lined flap, can be snapped closed. I.D. section contains special police department identification card with spaces for vital statistics. No. 447 $3.95 ppd. Big Three Enter. Inc. 1109 Sixth Ave, New York, N.Y. 10036

SMILE! Now dingy teeth can be radiant white with Wyten, a "Dental Cosmetic" that covers stains, blemishes and even gold fillings. Safe and harmless for natural as well as false teeth. Just brush on! $1.98 for 3-4 months supply. Nu-Find, Dept. AM-5 Box 205 Church St. Sta., N.Y. 8.

LURE FISH BY SMELL





NEW GETZEM is fortified with QUMOX hormone attractant and concentrated food odors fish love. One tube catches dozens of fish. Not an oil that stays on surface. Instead, it disperses, penetrates deep into water. Legal in every state. Only $1.25 per tube (3 for $2.95). Six flavors. Indicate choice: Trout. Cat. Carp. Other fresh water. Salmon. Other salt water. 30-day money-back guarantee. Postpaid except C.O.D.'s.

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809 Wyandotte, Kansas City, Mo.

You can draw the line between LIFE

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Auto seat belts can save you, or your children, from death or injury. They *could* save 5000 lives each year—if *everyone* used them. You wouldn't deny your family medicine if *disease* threatened. Give them the protection of *seat belts*—without delay!

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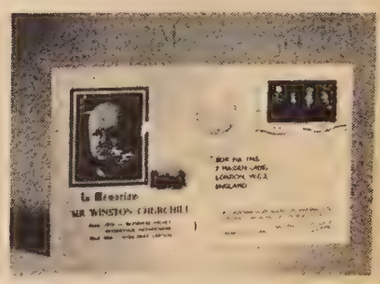
8 MM MOTION PICTURE PROJECTOR. Fully electric for standard 8MM movies, black and white or color. Runs on flashlight batteries. Sturdy, safe, easy to operate. Amazing performance. Complete with carrying case and screen. Guaranteed. $9.97 Honor House Pros. Corp. Dept. 136 PJ 10, Lynbrook, NY



CHURCHILL MEMORIAL COVER. Scarce envelope bears portrait and autograph. Postmarked with day-of-death cancellation, London, SW1—post office servicing Parliament and official residence of Prime Ministers. Valuable Churchill New Issue stamps included plus complete set of England's 42 Kings & Queens! 25¢ ppd. Kenmore C-902 Milford, New Hampshire

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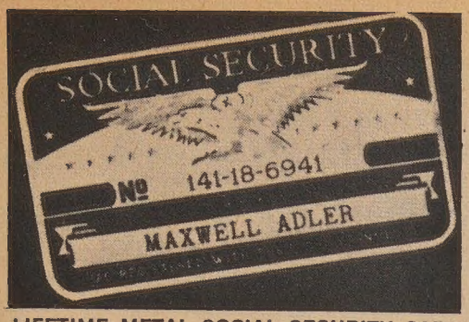
GRENADE LIGHTER, combat-size, built to exact specifications in dimension, weight and balance of heavy silver-tone metal. Pull pin—presto!—it seemingly explodes into a flame for your cigarette. It's 4¾" high and weighs ¾ lb. Just $3.98 ppd. Big Three Enterprises, Inc. Dept. RS, 1109 Sixth Ave., New York 36.

GIANT TALKING CLOWN. 42" tall. Simply pull magic sound transcription—he talks! Toss, wobble, or sway him—lands right back on his big feet. Colorful one piece quality latex, easily inflatable. Thrill for youngsters. Mother Hubbard, Dept. T-4, 183 Essex St, Boston, Mass. 02111.



LIFETIME METAL SOCIAL SECURITY CARD . . . RESISTS DESTRUCTION—cannot be harmed by fire, water, oils, etc.! Wafer thin, 4-color, solid aluminum. Wallet sized 3½" x 2" . . . engraved with your social security number and full name. Provides positive, permanent identification at all times. Specify number & name. Big Three Enter. Dept. SS 1109 Sixth Ave, N.Y., N.Y. 10036

☐ **1 SS Card** **$1.00**

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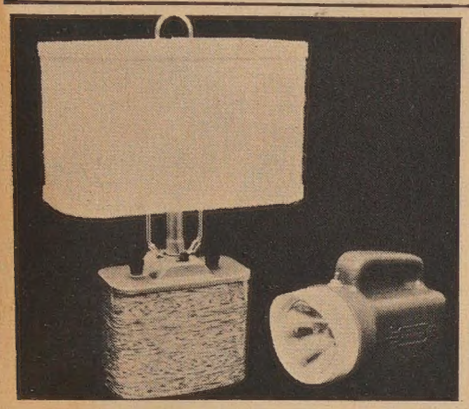
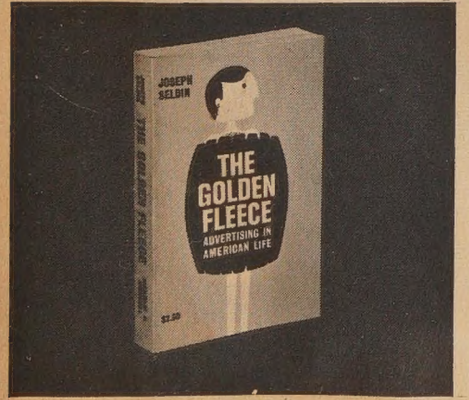


TRAILBLAZER COMPACT LANTERN High-powered weatherproof, lightweight, and it floats. Throws beam ¼ mile. Won't break, dent, rust or corrode. Unbreakable lens, push button switch, easy loading. Perfect for Campers, Sportsmen, Farmers, in the car, everywhere. Low price $2.75 (without battery, includes bulb).

PORTALAMP Dependable lighting, without wires or gas. Excellent for boats, camps, trailers, outdoor patio, etc. Great during power failures. Attractive wood grained jacket fits around battery. Handy ring at top for carrying. Uses twin pack and volt battery, good for 100 hours. Height 14½". Complete with shade, battery and bulb, only $9.95 ppd. Porta Lamp & Lantern $11.15 ppd. Sam Richards, Traders Bentam, Conn. 06750



INSIDER'S EXPOSE of Madison Avenue shenanigans, foolish contests, "science", packaging and everything else that goes into the Big Sell. Discussed with devastating wit. When you stop laughing you'll be a wiser consumer. Send $2.75 to Harmon Associates, Harmon, N. Y. 10520 for this eye-opener.

DINGY TEETH *made* RADIANT WHITE

Like a movie-star smile in 3 minutes with wonderful new cosmetic enamel!

Are you smile shy because of discolored, dull and unattractive teeth? Then try **WYTEN** a marvelous new "Dental Cosmetic" for an attractive new glamorous look. Just brush on and in seconds you transform discolored, yellow and dingy teeth into a sparkling white finish that appears so pearl-like and natural. **WYTEN** is used by thousands of smart women and theatrical folks to cover up stains, blemishes and even gold fillings. Dental formula is completely safe and harmless for natural as well as false teeth. **SEND NO MONEY.** Just send name and address. Pay postman on delivery $1.98 plus postage for a 3-4 months supply. Or send only $1.98 with order and we pay postage. **MONEY BACK GUARANTEED** if not completely delighted.

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$5.95 plus 25c postage

Instant Backache Relief for Sacroiliac Strains

Patented

For men and women. Makes you appear inches slimmer, improves posture, helps relieve tensed sacroiliac nerves. Strong, form-fitting, washable. Snap front. Encircling pull straps for easy adjustment and instant relief. Large foam rubber pad holds, massages back — stimulates circulation. Prescribed by doctors. No fitting. Send hip measurement.

Piper Brace Co., Dept. AMG-56B 811 Wyandotte Kansas City, Mo. 64105

KEEP DRY THE MASCULINE WAY

$5.95 Plus 25c Postage with 3 snap-in washable absorbent pads

Patent Pending

Pi Peer® **MALE-DRI® SUPPORT**

Here's the easy, sanitary way to stop the embarrassment of wet garments and bedding. Wear MALE-DRI, the day-and-night support that gives you constant protection and confidence. High-quality elastic belt, wet-proof pouch. Quality absorbent reusable cotton pad snaps in—removes easily for laundering. **IDEAL FOR POST-OPERATIVE COMFORT, TOO.** Guaranteed satisfaction or money back if returned postpaid in 30 days. MALE-DRI comes to you in plain envelope. Send measure around waist. **PIPER BRACE CO., Dept. AMG-56M 811 Wyandotte Street • Kansas City, Mo.**

STOP STOOPING!

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Pi Peer® **Shoulder Brace**

From this . . . to this in 20 seconds

Corrects posture instantly, comfortably. Provides even distributed support for sagging shoulders. Improves appearance, gives you a wonderful new feeling of confidence. No fitting. Made of highest quality ventilated-for-comfort 3-ply cushioned material. Arm bands softly padded.

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FOR MEN AND WOMEN. Can't be detected under light clothing. Give measurement around chest. Only $4.95. Sent postpaid except on COD's. Money-back guarantee if returned postpaid in 30 days.

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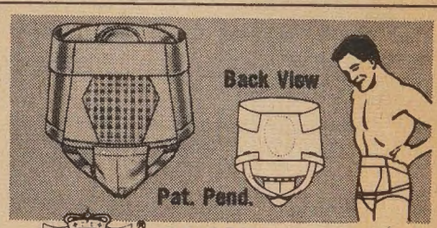
If you are looking for straight facts on your hearing loss and what can be done to correct it, send for this FREE, illustrated easy-to-read booklet today!

Called "HEARING LOSS—Hope through Research," it is offered FREE by Beltone, but contains no "sales talk" for Beltone or any one else. This completely un-biased, authoritative report published by the U.S. Government tells what *causes* hearing loss and explains the different kinds of hearing loss. It tells you how to select a hearing aid; when ear surgery is indicated—and what you can expect from it. Best of all, it reveals where you can get help on *your* hearing problem.

Beltone will send you a copy *absolutely free* and without obligation. Mail your name and address to Beltone Electronics, Dept. 4-961, 4201 W. Victoria St., Chicago, Illinois 60646.



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Takes years off your figure in seconds! Pulls stomach up and in. Wide, no-roll abdominal panel. Flat, foam rubber back pad supports back, eases minor aches & pains of back-strain. Unique design prevents riding or slipping. Cool mesh detachable pouch. An amazing value at $5.95. Send waist size. Guaranteed to slim your appearance or money back if returned postpaid within 30 days. Add 25c postage. **PIPER BRACE, Department AMG-56A 811 Wyandotte, Kansas City, Mo.**

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Cash you want

$39.65 MONTHLY REPAYS $1000

Amount Of Loan	Number Of Monthly Payments	Monthly Payment
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$ 300	30	$14.33
$ 500	30	$23.55
$ 800	36	$32.27
$1000	36	$39.65

It's easy to borrow by mail. If you are steadily employed, you can borrow up to $1000 on your signature only. No endorsers, no time off from work, no personal interviews. Handled entirely by mail in strict confidence. Details mailed in plain envelope.

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City National Bldg., Omaha 2, Nebr. 68102

Name_____ Age____

Address_____

City_____ State_____ Zip Code____

Occupation_____ AMOUNT NEEDED $____

Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Do not omit St., Ave., etc., in your address. Use abbreviation such as *tts.* (timetables); *emp. tts.* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our July department is closed. August entries should reach us before May 9th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix LV, RDG, CNJ, DL&W, D&H, L&NE, and Pa. shortlines.

HENRY BAKER, Box 1015, Des Moines, Iowa 50311, wants FDDM&S and DM&CI railroadiana.

CHAS. BALLARD, Box 3, Poestenkill, N.Y. 12140, buys any size pix Maine 2-footers. Wants 1920 C&S and CB&Q tts.

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md. 21217, wants pix and slides CSS&SB frt. cars and MofW equip.

C.A. BIRD, 2003 Bordner, St. Paul, Minn. 55116, sells dispatchers' train sheets, emp. tts., train orders, other railroadiana. (SSE).

DEREK BOLES, 4853 Westhill Ave., Montreal, Que., Canada, buys Canadian trolleyana.

MIKE BOYAR, Box 2066, New York, N.Y. 10001, sells tape recordings E-L dispatchers wire.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, trades or buys Alco, Baldwin, Lima steam bldrs. pix.

T. COTT, Kilcock, Ireland, buys "Baldwin Records of Recent Construction" and rr. picture postcards. Sells Irish tts., emp. tts.

CHUCK CROUSE, 13 Willoughby Pl., Fort Wayne, Ind. 46806, wants CSS&SB pre-1950 pix, tts., forms, etc.

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, will sell Trains magazine, 11/57 to 10/64, and Forney's "Catechism of Locomotive," 1891.

RAY DESCHENES, 903 Mohawk Rd. East, Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CNR, CPR. List 20¢. Buys, sells CN, CP, TH&B steam negs.

GERALD DIEDZIC, 66 Edgewood Pl., Maywood, N.J. 07607, sells NYS&W, E-L pix, maps. Will buy Walter Lucas's "History of NYS&W," also NYS&W and NJ&NY info., tts., emp. tts., etc.

WM. DRAKE, 58 Quaspec Rd., Blauvelt, N.Y., buys or trades for size 120 negs. P&WV, GM&O, FEC.

DAN FINFROCK, 5094 Sandy Lane Dr., Fairfield, Ohio wants pix CN 4-6-2 5055, N&W 2-8-8-2 2070, NYC 0-8-0 8013. Trades B&O pix,

ED GARDINER, 22 Garden Ave., Mountain Top, Pa. 18707, trades shortline tts., suburban tt. forms. Trades lists.

DON HAYWARD, 38 Monastery Ave., West Springfield, Mass., wants pix and negs. Sullivan County RR., Vermont Valley RR., NYC pass. cars.

JON HEIM, 551½ E. Alcott St., Philadelphia, Pa. 19120, trades MKT stock certificates from 1880's for switch keys.

AL HUDSON, 3401 8th Ave. S., Birmingham, Ala. 35222, buys negs., pix, etc., of Birmingham trolleys.

JOHN JERRARD, 1016 S. Clinton St., Oak Park, Ill. 60301, buys or trades rr. stock certificates.

Mrs. E.G. JOHNSTON, 4018 McKoon Ave., Niagara Falls, N.Y. 14305, will sell back issues BLE Monthly Journal 1884-87.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10461, sells back issues Railroad Magazine, Trains, R&LHS Bulls., Mdl. RRer, RMC. Buys collections of these in good cond.

STEVE KAY, 1146 Eastwood Ave., Cleveland, Ohio 44124, will buy "Motive Power of the UP," "Steam, Steel & Ltds.", other books.

JIM LANG, 4233 Philip Way, Fort Wayne, Ind. 46805, wants rr., trolley, and interurban uniform buttons, switch keys, badges, etc.

BOB LORENZ, 1939 Whittaker Dr., Fremont, O. 43420, sells W&LE pix. (SSE)

W.E. McMillen, 10370 S.W. 38th Terr., Miami, Fla. 33165, sells NYC, ATSF, SP steam pix. List 10¢.

HARRY MOCK, 1301 W. Town St., Columbus, Ohio 43222, wants spring-wind rr. station clock.

FRANK MOORE, 760 Catawba Rd., Charlestown, S.C., wants color slides or pix ACL purple, SOU green, orange color schemes; also pix S&A 22, C&WC, and CG.

ED MORAN, 3300 Netherland Ave., New York, N.Y., sells old issues Railroad Magazine, MRC, etc. (SSE)

STEVE MUMLEY, Box 63, Alburg, Vermont, desires SJ&LC pix.

DAVE NESTLE, Ray Rd., Greenwich, N.Y. 12834, sells wide variety of railroadiana. List 10¢.

JOHN NICHOLSON, 6213 E. Calle Rosa, Scottsdale, Ariz. 85251, buys interurban tickets, tts., forms, etc.; also back issues Railroad Magazine.

GERALD OSMAN, 832 Ritterskamp, Vincennes, Ind. 47591, buys desks, chairs, tables, stoves, lights, keys, lanterns, flags from frt. depots, cabooses, or crossing shanties.

JOHN PARKER, Box 519, Springfield, Vt., wants D&H and RUT emp. tts. and other RUT railroadiana. Buys or trades RUT train orders and recent Off. Guides.

RALPH PHILLIPS, 1116 Commonwealth Ave., Boston, Mass. 02134, wants steam slides; B&M, NYC, P&E, IHB, CR&I, P&LE, LE&E.

VIC RAWSTRON, 5628 Baldwin Ave., Temple City, Calif. 91780, trades switchmen's lanterns, switch keys, switch locks.

Lt. R.L. SCHMELING, 05517509, Qtrs. 2340F, Ft. Eustis, Va. 23604, wants pre-1963 pix and negs. of U.S. Army steam at Ft. Eustis and UP steam negs.

RICK SEFERIAN, 288 W. 92nd St., New York, N.Y. 10025, buys rapid transit maps, models, pix, tts., slides, etc. Trades or sells pix, slides CTS, SHRT, CTA, NYCTA.

GEO. SHELLY, 5 Briarcliff Rd., Allentown, Pa. 18104, sells or trades screw spikes used on Erie, DL&W, etc. (SSE)

BEN SMITH, P.O. Box 34, Brooklyn, N.Y. 11213, sells back issues Railroad Magazine, RMC, Mdl. RRer, Trains, Mdl. Bldr., 1930-60. (SSE)

D.A. SOMERVILLE, 4018 Brunswick, Drexel Hill, Pa., will trade orig. Baldwin 1859 litho. Cleveland & Pitts. "President" for pre-1938 Loco Cyclopedia.

DAVE STAMBAUGH, 785 Thayer Lane, Port Hueneme, Calif. 93041, trades trolley negs. and pix for SP steam pix or negs. or will buy.

TOM SWENSON, 424 State St., Oconomowoc, Wisc., wants GB&W and CGW tts., pix, etc.

MIKE VAISO, Box 619, Schenectady, N.Y. 12301, trades size 616 negs. E-L, NYC, D&H, B&M, etc., for those of shortlines or indust. rrs. Trades D&H emp. tt. 48 for those other rrs.

V.B. ADAM, 524 E. Hickory St., Watseka, Ill. 60970, sells 8x10 glossy prints of famous cartoon, "At the Old Station," mailed flat, $1 postpaid.

ROBT. BARTLEY, Pleasant Rise, Brookfield, Conn. 06804, wants pix, info., and railroadiana on Housatonic, Shepaug, Danbury & Norwalk and Central New Eng. rrs.

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md. 21217, wants pix, slides of NY Central MU's in 4600, 4700, 4750 classes; also Mexico City PCC's 2000 and 2299.

A.S. BERNOUDY, Jr., 3201 Colorado Ave., Kenner, La. 70062, wll buy 1906 MP Official Register, frt. cars, etc.

KEVIN BRAGUE, 39 Furnace Ave., Wanaque, N.J. 07460, sells Off. Guides, public tts.; trades pix of all rrs. and emp. tts.

W. BROSCHART, 89-32 138th St., Jamaica, N.Y. 11435, sells nea.,/slides, rrs. and trolleys, tts., many U.S. and British railfan publications. Wants pix and negs. taken 1930's. (SSE)

RICHARD BRUNDAGE, Jr., 60 Post St., Yonkers, N.Y. 10705, buys NYC Hudson Div. steam and diesel negs., also pass. car negs., plans, info., tts.

BRUCE DAVISON, Box 472, Henniver, N.H. 03242, wants B&M tts., also Claremont & Concord railroadiana.

RICHARD GIBBONS, 117 Bacon St., Natick, Mass., swaps 35mm color slides of New Eng. rrs. for those of West Coast and Northwest.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif., 91770, will buy early Virginia & Truckee stock certificate and those of other roads.

JAMES HARPER, 5436 N. 20th St., Milwaukee, Wisc. 53209, sells orig. 35mm slides CNW and MILW diesels, 3 for 1, or trade for those of GN, SP, NH, ACL.

J.M. HOOVER, 211 Third Ave., North Great Falls, Mont., wants bldr's. plat efor 1893 Barney & Smith coach; will trade Buhoup or Pullman plate or pay cash.

RICH HUTCHINGS, 20435 Steel Ave., Detroit, Mich. 48235, sells GTW steam and diesel pix, 4x5 to 24x28. Also CN diesels.

PETER IHRMAN, 241 N. 6th St., Prospect Park, N.J. 07508, sells size 120 pix, 35mm b&w slides, Alco diesels, most models. Info. and sample slides 25¢.

BRIN JACK, 2650 Cardinal Lane, San Jose, Calif. 95125, sells back issues of Intl. Ry. Journal, tts, train orders, foreign rr. maps, Austrian loco and car-builders catalogs. (SSE)

DAVID JOHNSTON, 2358 Alva Ave., El Cerrito, Calif 94530, wants seat handles for Birney to use on SN car #62 at Rio Vista Jct. Museum.

BOB and LOU JONES, 131 Kendall Way, Covina, Calif. 97722, have lanterns, switch keys, and switch locks to trade. Compiling a list of lantern collectors. Write to them. Include description.

JOE LEGER, 1732 Washington St., San Francisco, Calif. 94109, buys, sells, trades railroadiana. (SSE) Wants Western items, steam or elec.

JOHN LaPLACA, 194 Elwood Ave., Newark, N.J. 07104, wants loco bldr's. plates, whistle, headlight, bell.

BILL McNEILL, 119 Reid Ave., Bergenfield, N.J. 07621, buys diesel pix, emp. tts., other railroadiana of Erie, DL&W, E-L.

BOB McVAY, Box 625, King City, Calif. 93930, buys PE and SP switch keys. Will sell Kodachrome slide dupes of Western steam and juice, 1946-49 era. (SSE) List and sample 25¢.

ALDEN MILLER, 3212 34th Ave. South, Minneapolis, Minn. 55406, has large collection memorabilia (Twin Cities rrs.); daily clippings 1930's to date. For best offer or swap for std-gage toy trains. Package deal only.

BILL MYERS, 50-31 Newtown Rd., Woodside, N.Y. 11377, will buy color slides of Brooklyn & Queens Transit and Queensboro Bridge Ry. (SSE for trolley photo list)

PETER POKORSKI, 2414 Marshall St., Manitowoc, Wisc. 54220, wants latest rosters of CNW, CMStP&P, CGW, also letters on locomotive orders.

HARRY SCHIMM, 1841 Glenwood Dr., Kamloops, B.C., Canada, sells photos PGE, CN, CP, steam and diesel. List 10¢. Wants negs of GTW, CV, DWP, CN, CP. Has CN and CP negs. for trade or sale.

DICK SHIDELER, Rte. 3, Box 120, Manteca, Calif. 95336, trades sizes 2¼x3¼, 116, and 122 negs. of SP diesels for those of other Class I roads, esp. Monon, DM&IR, Pennsy, GM&O, NP.

BEN STOPPER, W. Va., send your address to W.R. Osborne, 1019 S.E. 12th Ave., Deerfield Beach, Fla. 33441.

C.M. TREADWAY, 525 Cantrill St., Irvine, Ky., 40336, sells back issues of L&N Mag., mint cond., tts., other railroadiana. (SSE)

BOB UNDERWOOD, 723 Ridgewood Rd., Millburn, N.J. 07041, sells dispatcher sheets from DL&W's Boonton Line, Morris & Essex, NYS&W, all from 1956, $1.50 each.

GEO. VESELY, 9132 W. Sycamore Dr., Hickory Hills, Ill. 60457, sells 35mm slides of CNS&M last run, CB&Q "golden" steam loco, CSS&SB, DRG&W. (SSE)

OTTO WEISS, 32-52 34th St., Long Island City, N.Y. 11106, sells pix LV, DS, coal n.g. mine locos, compressed-air locos, trolleys, elecs. (SSE)

M.C. WIKMAN, Mt. Olive Rd., Flanders, N.J. 07836, sells or trades emp. tts., books, tickets, keys, Railroad Magazine. Off. Guides, Ry. Age, Trains. List 10¢.

Model Trading Post

GEO BREWSTER, 421 Joseph St., New Orleans, La., buys or trades old train and trolley models.

TOM HEINRICH, 44 Woodworth St., Roselle, Ill. 60172, sells Lionel locos, cars, track, etc.

DAVE LEWIN, 67 Wigston Lane, Aylestone, Leicester, England, sells 1" and 1½" scale British standard and n.g. locos.

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants Lionel std.-gage 29, AF catalogs 1909-45.

W.B. PACKARD, 26 Raymond Rd., Penfield, N.Y. 14526, will sell blueprints and castings for 1" scale NYC 4-8-4. List 25¢.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, sells Lionel trains 1915-55. Wants scale O gage locos, equip. (SSE)

JIM TANDY, Box 35, Carrollton, Ky. 41008, will sell Lionel 6464-25, 6464-50, 6464-75, mint cond. Will buy Lionel 6464-150, 6464-275, 6464-650, 6464-700, mint cond.

D.S. DECKER, 12 Park Lane, Leicester, Mass., 01524, will sell Athern F-7A&B units, GP-30, F-7 and GP-30 Super Gear Units.

JAMES McINTYRE, 53 Austin St., Valley Stream, N.Y. 11580, will buy or trade P5A Penn Elec. wax gray G5 Tenshoda K4 for HO model merchandise.

T.J. PELLETIER, Box 64, Palouse, Wash. 99161, wants 4 small, yellow Marx cabooses.

ED SINEY, 553 N. 17th St., Colorado Springs, Colo. 80901, has large collection of model rr. stuff and railroadiana for sale. (SSE) ●

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2 LOADED TACKLE BOXES • 41 DEADLY LURES

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ARGOSY DIRECT DRIVE TROLLING REEL

9 ft. 3 section BAMBOO ROD

28 pc. POPPING LURE SET

POWER ACTION BLACK MAGIC FIBRE-GLASS RODS

STRONGER THAN STEEL OR BAMBOO

SELECT QUALITY MONOFILAMENT LINE

GET ACQUAINTED OFFER

$12.95 DELUXE MODEL

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5 pc. DROPLINE FISHING OUTFIT

NEW! SUPER "88" AUTOMATIC DUAL DRAG SPINCAST REEL

DIP NET

PUSH BUTTON • CASTING ANTI REVERSE NO BACKLASH

4 FAMOUS TROUT FLIES

NEW!

25 NATURAL BAIT LURES

SURE SHOT ACTION WITH SHRIMP, MINNOWS, GRASSHOPPERS, MAYFLIES, BUMBLEBEES, CRICKETS, LEECHES.

STAR DRAG Found only on best reels

EACH ROD BALANCED TO PERFECTION

FIELD TESTED LURES Proven the Deadliest Dozen Yet

FAMOUS CRAFTY LURES SELECTED FROM WORLDS MOST POPULAR ALL TIME FAVORITES

COMPLETE! NOTHING ELSE TO BUY!

SELECTED FOR YOU BY EXPERTS. This choice fish-getting tackle, used by experts, contains nationally famous brands. Each item carefully chosen—everything you need for all types of fishing. Deadly lures that are all time favorites. A veteran angler or an occasional fisherman can be proud of this precision-built kit. You can go fishing at once. Compare! You will not find a bargain like this anywhere.

LOOK! YOU GET EVERYTHING SHOWN. Super "88" Spincast Reel • Comet X3C Bait Cast Reel • Argosy Direct Drive Trolling Reel • 5 ft. 2 pc. Fiber Glass Spin Cast Rod • 4 ft. Fiber Glass Bait Cast Rod • 3½ ft. Fiber Glass Trolling Rod • 9 ft. 3 section Bamboo Pole and 25 ft. Bank Line • 41 proven Deadly Lures • 5 pc. Furnished Line • 2 Floating Tackle Boxes with removable trays • Fish Knife and Sheath • 28 pc. Popping Lure Kit • Dip Net, Stringer, Split Shot, Clincher Sinkers, Snap Swivels, Assorted Hooks, Snelled Hooks, Cork Bobbers, Popper Corks, and complete instructions. 411 pieces in all.

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☐ I enclose $12.95 plus $1.00 for postage & handling.
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DON'T invest a cent. We give you a FREE SELLING OUTFIT!

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Fill out and mail coupon below. We'll rush you your FREE selling outfit. Kit features 275 fast-selling shoe styles, plus foolproof measuring equipment—and "How To Make Extra Money" booklet. Send no money now or later. You get everything you need to start. Rush coupon for your FREE selling outfit . . . have an EXTRA payday next Saturday! Act today!

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